

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 36.]

SATURDAY, SEPTEMBER 9, 1865.

[WHOLE No. 1,534, VOL. XXXVIII.

Mr. FREDERIC ALGAR, No. 11 Clements Lane
Lombard Street, LONDON, is the authorized European Agent
for the *Journal*.

PRINCIPAL CONTENTS.

The Iron Mining Regions of New York and New Jersey.—Railroads in Progress.....	849
Morris and Essex Railroad.....	850
Connecticut and Passumpsic Rivers Railroad.....	851
Railroads in South Carolina.....	851
Central Pacific Railroad.....	851
Albany and Susquehanna Railroad.....	852
The National Debt.....	852
California and Columbia River Railroad.....	853
Winona and St. Peter Railroad.....	853
Stock Exchange and Money Market.....	865
Willamette Falls Canal Company.....	867
Central Railroad and Banking Company of Georgia.....	867
Railroad Earnings.....	857, 868
Journal of Railroad Law.....	868
Lebanon and Pine Grove Railroad.....	869
Mississippi Central Railroad.....	869
Railroads in Virginia.....	869

driven into the hill across the deposit to a distance of 70 feet, without any appearance of reaching the limit in that direction, any more than of touching bottom downward, at the depth of 160 feet.

About 18 months ago, this property, comprising 22,500 acres of mineral and woodlands, was sold by its former owner, Mr. Jacob Townsend of this city, to a company composed chiefly of Pennsylvanians, and known as the Sterling Mountain Railway and Mining Company. They had a route for a railroad surveyed immediately, and the work put under way. It is now so near completion that it will probably be open by the 1st of next month. One locomotive and a large number of cars have already been provided.

The road is substantially built, the design being to operate it by means of steam-power. The rail used weighs 56 lbs., to the yard. Length of road, eight miles; steepest grade, 150 feet to the mile, the descent being in favor of the passage of heavy freight. It terminates at Sterling Hill, where mining can be carried on for years in open day, by simply blasting the ore and shoveling it, as it falls, into the cars.

The company have also converted one of their two charcoal furnaces into an anthracite hot air furnace, which will be driven by a steam engine of 150 horse power. The whole works are being reconstructed and enlarged. Besides the iron made on the ground, it is also designed to transport large quantities of ore by railroad to Piermont, whence it will be shipped to Pennsylvania to mix with the soft hematite ores of that State.

From Rockaway, on the line of the Morris Canal and of the Morris and Essex Railroad, two branch railways are now in operation. The older of these is five miles long, with numerous branches, and owned by the Mount Hope Mining Co., now a part of the Lackawanna Iron and Coal Co. This road was built seven or eight years ago, to be run on the gravity principle, the grade being 100 feet to the mile for most of its length. The superstructure is light, the rail being not over 80 lbs. to the yard. The gauge is about 40 inches. The frequent repairs called for will probably justify the company in reconstructing it in a more substantial manner. Six trains conveying 250

tons of ore, pass daily over the line between Rockaway and Mount Hope. This ore is shipped by canal to Scranton, Pennsylvania.

From Rockaway another line was built and opened, about two years ago, terminating at the Hibernia mine, with a branch to the Beach Glen. The latter is owned by Messrs. Fuller, Lord, & Co., of Boonton, New Jersey; the former is leased to and operated by the Trenton Iron Co. The road is owned by stockholders in both, and conveys about the same quantity of ore as its Mount Hope neighbor. Its length is four miles. The track is substantially built, and laid with a rail weighing about 50 lbs., so that it can be operated by steam. The gauge corresponds with the Morris and Essex. At present horse-power only is used. It is understood to be sufficiently profitable.

Still another line is in progress near the western margin of Morris county and north of the canal. From Shippingport the summit level of that route, a range of hills, known as Mine Hill or Schooley's Mountain, extends north-east and south-west, containing immense and rich veins of iron ore, though sulphur in places. The most extensive as well as the purest, of these is the Ogden mine, about seven miles north-east from the head of Lake Hopatcong. That property, some time last year, passed into the hands of the Ogden Mining R. R. and Manufacturing Co., chartered by the Legislature of New Jersey, the most of its stock being held in Pennsylvania, and by persons who have an interest in the Glendon Iron Works, to which the ore will be sent.

The new company at once proceeded to make the necessary surveys for a first-class railway to their extensive property; and shortly afterwards set a body of laborers at work in grading the line. Its length will be 10 miles, terminating for the present at a point on the eastern shore of Lake Hopatcong, about half-way down the lake, where there is always a sufficient depth of water. Thence it works its way through a very rugged section of country to the mine, which is nearly 600 feet above the lake, or 1,500 above the sea. It will be laid with a 68 lb. rail, and finished in the most substantial manner, so as to be operated by steam. It is expected to be in operation by the spring of 1866. Something like 150 men and horses are

now at work, and we learn that all the means required for its completion have already been furnished. This road will transport ore for the Weldon, the Ford, the Schofield, and other mines in that neighborhood.

It is in contemplation, however, to extend this line to a point on the Morris and Essex, enabling the owners to transport ore westward during the winter season, as well as by the canal in the summer. To the northward surveys have been made across the mountains as far as the village of Franklin in Sussex county, noted for its immense deposits of zinc and franklinite, which are now worked by three or four companies. The ores or metals have now to be transported by wagon eight or ten miles, either to Andover on the Newton Branch Railroad, or Woodport at the head of Lake Hopatcong. A railroad to those mines would return its whole cost to the companies before five years.

The difficulty in descending the western slope of the mountains would be serious, the best grade being 180 feet to the mile. The company, however, would seem to be as determined as they are quiet in their movements, so that other interests threatened by it are bestirring themselves in the matter. We hear that the managers of the Sussex road have at last been aroused to the necessity of building another branch from their line at Andover, passing through the villages of Sparta, Franklin and Hamburg, and terminating at the State line near Warwick, to which point a branch of the Erie is now in successful operation. This, or the extension of the Morris and Essex, would open a new line between the Hudson at Newburgh and the Delaware at Easton, traversing one of the most beautiful and fertile valleys on the American continent.

We hear that the Morris and Essex company are also taking steps to build an independent line from Stanhope on their road, northward to Warwick, for which they have also the requisite legislative authority. It may be added that a clause in the charter of the Ogden company, empowers them to manufacture iron, as well as dig the ore. It is not improbable that in time the far seeing managers may establish blast furnaces and rolling mills among those iron hills, instead of transporting their ores to Pennsylvania and the iron back to New York for a market.

Still another work of the kind is about to be undertaken in the same range of mountains. A mine known as the "Forrest and Dean," and situated five miles from the Hudson river at Fort Montgomery, having recently passed into the hands of the Poughkeepsie Iron Company, its managers are taking steps for an immediate survey, and the construction of a railway thither. The mine is fully 600 feet above the river, with an uninterrupted descent, so that it is believed the loaded cars can descend all the way by their own gravity. At the landing trestle-work and shuttles will be constructed so that the cars can discharge ore directly into the boats. The mine is unusually rich, and will probably yield 30,000 tons of ore annually, after the present year, out of which at least 12,000 tons of first-class iron can be made. The railroad is to be in operation early next year.

12 The work of laying the track of the railroad between Princess Anne and Salisbury, Md., has been commenced.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st ult., inclusive, during the years 1864 and 1865, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864 ... 556,200	9,938,300	5,537,200	166,100
1865 ... 391,600	4,686,600	7,054,000	174,800

Dec... 164,600 5,246,700 Inc1,516,800 In. 8,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,213,940 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August, in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, bbls.	725,000	556,200	391,000
Wheat, bush	10,557,100	9,938,300	4,686,600
Corn, bush	14,685,100	5,537,200	7,054,000
Barley, bush	73,700	166,100	170,800
Oats, bush	5,099,200	4,979,200	5,341,400
Rye, bush	252,200	80,900	282,600
Malt, bush	355,800
Beef, bbls.	9,870	5,400	7,190
Pork, bbls.	227,000	54,700	14,350
Bacon, lbs.	3,371,900	559,300	1,258,100
Butter, lbs.	73,300	20,100	52,400
Lard, lbs.	18,545,200	1,451,600	1,750,400
Cheese, lbs.	368,100	49,100	2,842,800
Wool	58,400	233,600	341,900

Morris and Essex Railroad.

The earnings of this road for the years ending December 31, 1864, have been as follows:

From passengers	\$401,684 58
" freight	158,994 19
" mails and sundries	10,085 25

\$570,764 03

Expenses viz :

Repairs of road, bridge, buildings, etc.	\$84,995 88
Repairs of engines & cars	80,106 45
Wood, oil and waste	88,003 17
Operating the road and transporting passengers and freight	115,455 40
Salaries and insurance	13,554 55
Government tax on receipts and dividends	16,893 84

399,009 29

Net earnings	\$171,754 74
Interest on debt	\$87,506 08
Less interest	1,541 41

35,964 67

Balance

\$135,890 07

Two semi-annual dividends and one semi-annual interest dividend have been made during the year, payable in cash, and amounting to \$121,440 12. The directors in their report say:

The construction of the road, from Hackettstown to Phillipsburg, contracts for which had been made at the time of our last Annual Report, will, in the opinion of the Chief Engineer, be so far completed as to bring the same into use by the 1st of October next. Additional right of way has been purchased, and a second track laid from Bergen Tunnel to Roseville, thus making a complete double track from Hoboken to Roseville. With a view to the expected requirements of the business of the company, as soon as the whole line shall be completed and in operation, there have been purchased and added to the equipment sixteen first-class Locomotives, twelve Passenger-cars and fifty-eight Freight-cars. Contracts have

also been entered into for the delivery, by October, of twelve additional locomotives, four hundred eight-wheel coal-cars and ninety eight-wheel freight-cars. An agreement has been concluded with Mr. Edwin A. Stevens, for the purchase of two tracts of land adjoining the company's original purchase at Hoboken, and exceeding it in extent. A portion of these tracts fronts on the river. The settlement for this purchase is to be by a mortgage on the same property.

This addition to the depot facilities at Hoboken, together with the expected completion of the Phillipsburgh extension by next October, and the preparations that have been made in reference to locomotives and coal-cars, lead the Board confidently to expect, that the transportation of coal over the road will be commenced during the coming fall. Of course it will not be practicable at first to transact the full complement of business, for which the line will ultimately be capacitated. The present road east of Morristown was not constructed for such an extensive and heavy transportation as the coal business must become. Hence the Board have anxiously turned their attention to a more feasible outlet for this branch of their anticipated traffic.

A late supplement to the charter authorizes the construction of a branch road from Denville to Boonton; thence through the Great Notch in First Mountain; and thence to connect with some point of the main road, east of said mountain. A survey of this route has been made and adopted, and filed in the office of the Secretary of State.

The examinations have been conducted in the most thorough manner, and the survey made with the utmost care and attention by the Chief Engineer, and reviewed and approved by an engineer of the very highest qualifications. The Board of Directors, from a full and careful consideration of the subject, have been finally led to the conclusion, that the interests of the company will be promoted by constructing this branch. It is advisable that the construction of the section from Denville to Boonton should not be delayed; and that, before the expiration of another year, the other portions of the work be prosecuted under such arrangements as to insure its early completion.

In their last annual report the board stated, that it was proposed to issue three millions five hundred thousand dollars of bonds, to meet the financial requirements of the company, in view of the improvements which were contemplated. This amount of bonds, and also the mortgage on the company's works to secure the same, have been executed; and a portion of the bonds has been issued. The bonds are seven per cent. coupons, redeemable A. D., 1914. The proceeds of those which have been already issued have been expended on the works and in the purchase of iron and rolling-stock. The proceeds of the residue are to be used for completing the extension of the road, purchasing equipments, erecting works at Hoboken, and for other improvements, contemplated for making the road a first-class through route for coal and other transportation.

The mortgage provides for an additional issue of bonds to the amount of one million and a half of dollars, should the necessities of the company require it. This margin will enable the Company to construct the Denville Branch; so that, under any reasonably favorable condition of the monetary affairs of the country, the financial arrangements of the company are adequate to the completion of all their contemplated improvements, with a full equipment for successful operation.

During the year, the capital stock has been increased \$1,884,150, and the funded debt \$824,500; and the floating debt has been reduced \$55,879 84.

The net receipts exceed those of the previous year \$68,108 88. This result may be regarded as more favorable than could be expected at this time, considering that a considerable portion of the capital has been recently invested for improvements from Hoboken to Hackettstown, in view of the increased business anticipated upon the completion of the road from Easton to New York. And, besides, the line has not yet been put into use in a manner to obtain such adequate re-

turns as may be expected when the whole is completed. In other words, much of the capital has been expended in view of the contemplated business of the Phillipsburgh extension, and not with regard to the present business of the road. The greatly increased rate of expenses, of every kind, during the past year, must also be taken into consideration. The above statement, however, shows, that the local business alone sustains the present road; and may lead us to indulge in the anticipation of a very prosperous and remunerative business, when the entire line shall be completed.

The receipts for the first five months of the current year show an increase over the corresponding period of the year 1864, of \$73,772 08.

The expenses show an increase greater than the increase of receipts, being for the same months, \$88,685 85, a result which arises from the advance of compensation to all the employees of the company, and in the cost of iron, ties, wood, and every article required in operating the road. Taxes now constitute a large item of expenditure.

The equipment of the road consists of 24 locomotives; 43 passenger, 7 baggage, and 217 freight, etc., cars. Miles run by passenger trains, 189,650; by freight trains, 60,000; by gravel and wood trains, 20,350—total 270,000. Number of passengers carried 1,032,973.

The following statement shows the financial condition of the company, December 31st, 1864:

Capital stock	\$3,041,950 00
Funded debt	1,164,500 00
Floating debt	31,200 00
Contingent fund	299,266 07
<hr/>	
Cost of road and appendages	\$4,057,275 97
Capital stock N. & B. R. R. Co.	55,000 00
Wood on hand, paid for	18,800 00
Cash and cash items	405,840 10
<hr/>	
	\$4,536,916 07

Cost of road and appendages	\$4,057,275 97
Capital stock N. & B. R. R. Co.	55,000 00
Wood on hand, paid for	18,800 00
Cash and cash items	405,840 10
<hr/>	
	\$4,536,916 07

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1864 and 1865, have been as follows:

Receipts: 1864.	1865.	
From Passengers	\$130,261 64	\$172,385 17
" Freights	165,593 28	240,975 67
" Mails	9,725 00	10,600 00
" Express	2,416 67	3,000 00
" Rents	852 48	1,219 50
<hr/>		
\$308,850 07	\$428,180 34	

Expenses, viz:		
Maintenance of road	\$38,980 94	\$58,950 77
Motive power	38,081 39	83,664 73
Fuel	10,428 80	28,961 92
Oil and waste	3,258 27	4,306 59
Passenger department	9,088 38	13,983 61
Freight department	15,417 41	19,498 67
Loss and damage	2,750 70	5,823 36
Repairs of buildings	5,928 39	5,051 70
Insurance	1,736 07	1,495 57
Miscellaneous expenses	15,749 83	22,453 18
<hr/>		
\$441,420 18	\$243,710 10	

Net balance	\$167,429 89	\$184,470 24
-------------------	--------------	--------------

The track and road-bed are in good condition, 17,968 sleepers have been laid, 146½ tons iron re-rolled, and 2,557 rails repaired during the past year.

The increased business of the road has required a large outlay for rolling stock during the past year. Locomotive "Clyde," formerly used on gravel train, has been rebuilt and is now a first-class passenger engine, and a new freight engine is nearly completed. We have added to our rolling stock the past year, 8 box, 17 rack, and 2 baggage cars, besides thoroughly repairing and increasing the value of the cars on hand at the time of making up our last Report.

In order to keep up our equipments with the

increase of business, and to do so economically, an addition to our machine shop at St. Johnsbury of some sixty feet has been erected, and a larger engine procured for motive power; additions have also been made to car houses.

The gross amount of earnings shows a satisfactory increase of business in freight and passengers over any previous year, but the expenses have increased in a greater proportion, owing to the unprecedented high prices of supplies and labor, leaving a net increase of \$17,040 35 over the year previous.

During the year \$64,000 has been paid for interest on Bonds and to Trustees of the Sinking Fund; also two dividends of three dollars each, per share, on the Preferred Stock, amounting to \$95,503 68, including tax on same to government of \$4,774 68—also \$5,341 for interest on notes.

Two thousand two hundred and eighty-nine shares of old stock have been preferred, agreeably to a vote of the stockholders at the last annual meeting.

The inflated prices of all articles used in railway construction, have prevented any progress being made to give us a connection with Canadian roads, but we may reasonably hope that with a return to something near a specie basis and the prospect that the stock will be remunerative, that sufficient encouragement from capitalists and parties in interest will be given, to go forward and complete the enterprise.

The equipment of the road consists of: 9 locomotives, 8 passenger, 6 baggage and mail, 1 drovers', 110 box, 42 rack, 62 platform, 18 coal, 10 gravel, 26 hand, and 10 wood cars, valued at \$170,765. Value of materials on hand, \$98,131 13. Miles run by locomotives, 164,794. Passengers carried, 110,275; do. carried one mile, 3,650,854.

TRIAL BALANCE, July 15, 1865.

Construction	\$2,880,277 39
Wood lots	5,291 14

Supt., materials, &c., on hand, including sundry accounts unsettled	129,205 34
Agent for construction	5,044 21
Agent for collections	3,204 39
Team account	963 00
Notes receivable	5,243 00
Excise tax	241 23
Cash	3,996 66

	\$3,033,466 36
--	----------------

Preferred stock	1,514,300 00
Old stock	163,700 00
Special stock	1,600 00
Bonded debt	638,500 00
Preferred stock reserve	129,901 87
Extension	292,614 00

Notes payable	94,000 00
Partial pay'ts on acc't subscription	10,522 23
Coupons and interest uncalled for	2,766 00
Contingent	24,852 56
Reserve	64,000 00

Trustees of sinking fund	33,500 00
United States	2,390 47
Interest	3,619 64
Earnings	57,199 59

	\$3,033,466 36
--	----------------

President.—HENRY KEYES.

Treasurer.—N. P. LOVERING.

The Liverpool Post of 26th ult., says: Sir Morton Peto, Mr. James McHenry, Mr. Brassey, Jr., and a party of friends leave by the Scotia, today for America. It is their intention to visit the oil wells and inspect the works for the International Bridge which is to connect the American and Canadian lines of railway. Sir Morton Peto has taken the contract for its construction.

The Mississippi Central Railroad will be completed and in running order by the 1st of October.

Interest and Dividends.

The Chemung Railroad Company will pay on demand, at Treasurer's office, No. 9 Broad street, a quarterly dividend of two per cent, free of tax.

The Bay de Noquet and Marquette Railroad Company of Michigan announce a dividend of 3½ per cent., payable at the office of Jos. F. Greenough, 10 Railroad Exchange, Boston.

The Lykens Valley Railroad and Coal Company have declared a dividend of four and one-half per cent., free of Government tax, payable on the 12th instant.

Railroads in South Carolina.

A correspondent of the Herald writing from Hilton Head, S. C., August 26th, says that Hilton Head will soon lose its commercial importance, unless one of the several railroad schemes now under consideration, is carried out. There are two principal projects—one for a road from St. Helena, on the opposite side of the harbor, to connect with the Savannah and Charleston road, which would make Hilton Head a sort of suburb of the new city; and the other for a road from this island across Skull creek, and the Savannah and Charleston road, to the Georgia Central road. Both parties are laboring for the roads in which they are respectfully interested very earnestly. Joseph H. Sears, Esq., of the New South—one of the oldest and most prominent citizens—is one of the principal workers for the Hilton Head line, and is confident of success. It is estimated that \$400,000 will be all the capital required and claimed; that investments will soon prove of almost unprecedented profit. Whether either road is built remains yet to be seen.

Freights and Tolls on Coal.

The freights and tolls on the Philadelphia and Reading railroad were increased 50 cents a ton on the 1st instant. The rates are now as follows:

To Pt. Richmond. Phila.		
From Port Carbon	\$3 08	\$3 18
" Mount Carbon	3 07	3 17
" Schuylkill Haven	3 00	3 10
" Auburn	2 90	3 00
" Port Clinton	2 85	2 95

The tolls and freights by canal have been advanced 45 cents a ton—30 cents toll and 15 cents on freights—which would make freights and tolls as follows from Port Carbon:

Tolls from Port Carbon to Philadelphia	\$1 63
Freights " " "	1 35
Freights " " " New York	2 75

From Schuylkill Haven the tolls and freights are 8 cents a ton less than from Port Carbon, and 18 or 20 cents a ton less from Port Clinton.

Central Pacific Railroad.

A dispatch from San Francisco dated August 29th, says: "The Central Pacific Railroad Company has purchased a controlling interest in the Valley Railroad, extending from Sacramento City to Folsom, thereby securing the central route between Sacramento and Washoe, via Placerville, and retaining also possession of their original route to Washoe via Dutch Flat. This has been followed by the consolidation of the two stage companies hitherto using both routes over the mountains, and their concentration on the Dutch Flat route. This movement greatly strengthens the Pacific Railroad Company by destroying all opposition, enabling it to charge much higher rates for passage and freight, as will make the completed portion of their road pay handsomely."

Albany and Susquehanna Railroad.

By the recent extension of this road its whole traversable length is now 82 miles, leaving 58 to be finished. The part opened is that between Cobleskill and Oneonta, running through Schoharie and Otsego Counties, and a beautiful, productive and picturesque country. On Tuesday, 29th ult., the opening to Oneonta was duly celebrated. A fine train of new cars started from Albany well filled with persons of note; among whom were the principal State officers. At all the principal stations the party was received with due honor, and at the last mentioned place a sumptuous collation was provided, at which appropriate addresses were made. The following were the remarks of Mr. Ramsey, the President, under whose direction the road has been constructed:

In reaching Oneonta it might truthfully be said we had penetrated the "Sequestered Region." Nearly 82 of the 140 miles between, are now completed and in operation through a portion of Albany, Schenectady, Schoharie and Otsego counties. Thirty-seven miles of the track has been laid from Cobleskill to this place since the first of May last. Most of the grading has been done for the next twenty miles to Unadilla, to which point we hope to extend the track by winter. Considerable work has been done beyond that, with the "right of way" secured the entire distance to Binghamton. There is no place of more interest to the enterprise than Oneonta. It was here the first meeting was held that has resulted, thus far at least, in opening this secluded section, and placing it upon a level, to a considerable extent, with other and more favored portions of the State. It was here, in the spring of 1851, that E. C. Delavan and Robert H. Pruyin, of Albany, with Charles Courier and John Westover, of Schoharie, George W. Chase, Jared Goodyear, E. R. Ford, A. B. Watson, of Otsego, and other enterprising citizens, met and formed a nucleus of what has since been known as the Albany and Susquehanna Railroad Company.

Enterprises of this character usually have their trials and vicissitudes; but this seems to have had more than its full share. No one can estimate the labor and toil that had to be gone through with in carrying it forward, except those who have participated in it. In the first place over one million dollars, individual subscriptions to the stock, were obtained in comparatively small amounts; of which, be it said to her credit, Otsego county contributed more, in proportion, than any other part of the line. After this, Albany came forward nobly, and, in addition to a liberal stock subscription, proposed to loan the company one million of her bonds, upon substantially the same terms she had before that made a loan to the Boston road; with this basis, and the bonds of the company, it was supposed, as other roads had before them been constructed, the road could be built. The work was accordingly let and commenced in the fall of 1853. It was continued up to the spring of 1854, when the revolution came which not only suspended the further prosecution of this work, but almost every other in progress in the country; then came the reaction and the question was settled; the road could not be built without an increase of the stock basis,

It was, at this crisis, determined to increase the stock by town subscriptions. An act of the Legislature was obtained authorizing it, under which about one million was added to the stock, including the Binghamton subscription of fifty thousand. Work was again resumed in the fall of 1858, and has been continued up to the present time.

Mr. Ramsey then referred to the several applications for State aid, and the four several bills passed by the Legislature for that purpose, which were vetoed by Gov. Morgan—to the fifth and last bill passed granting State aid to the enterprise, which, to his honor be it said, received the signature of Gov. Seymour. He referred in com-

plimentary terms to the services of E. C. Delavan, E. F. Prentice and Richard Franchot, the former Presidents of the company, and the great labor and sacrifice of several of the Directors and other friends of the enterprise in securing its success thus far, and that he hoped before many months to congratulate them upon the final completion of the road to Binghamton.

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. Hugh McCulloch, Secretary of the Treasury:

Authorizing Acts.	Character of Issue.	Rate of Interest.	DEBT
January 28, 1847	Bonds	6 per cent.	Years' Treasury notes
March 31, 1848	Bonds	6 per cent.	7 3-10
June 14, 1858	Bonds	5 per cent.	10
June 22, 1860	Bonds	5 per cent.	10
February 8, 1861	Bonds	6 per cent.	10
July 17 and Aug. 5, 1861.	Bonds exchanged for	6 per cent.	7 3-10
Feb. 25, 1862	Bonds, 5-20s	6 per cent.	7 3-10
June 30, 1864	Bonds, 5-20s	6 per cent.	7 3-10
March 3, 1864	Bonds, 10-40s	5 per cent.	7 3-10
March 2, 1861	Bonds, Oregon War	6 per cent.	7 3-10
March 3, 1863	Bonds	6 per cent.	7 3-10
Aggregate of debt bearing coin interest			

10

aggregate of debt bearing in mind money interest

DEBT BEARING INTEREST IN LAWTON MUNIC.

DEBT ON WHICH INTEREST HAS CEASED.	
Authorizing Acts.	Character of Issues.
Sept. 9, 1850.	B'ds, Texas Indemn'y
July 17, 1861.	Notes, three years...
April 15, 1842	Bonds
Prior to 1857.	Treasury notes
Dec. 23, 1857.	Treasury notes
Dec. 17, 1860.	Treasury notes
Mar. 2, 1861.	Treasury notes
July 11, 1862.	Temporary loan coin.
Ag. of debt on which int. has ceased.	\$1,503,020 09

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.
July 17, Aug. 5, 1861, and Feb.	
12, 1862, U. S. notes	\$60,000,000 00
Less amount withdrawn	59,597,032 00
Amount outstanding	402,968 00
Feb. 25, July 11, 1862, and Jan.	
17, 1863, U. S. notes	399,597,032 00
Total	\$400,000,000 00
Issued in redemption of temporary loan, U. S. notes	49,300,202 00
Less amount withdrawn	16,139,633 00
Balance	\$33,160,569 00
July 17, 1862, fractional currency	9,369,408 66
Mar. 3, 1863, fractional currency	16,975,333 85
Total fractional	26,344,742 51
Total	\$459,505,311 51
Suspended requisitions	2,111,000 00
Total	\$461,616,311 51
Amount in Treasury, coin	45,435,771 14
Amount in Treasury, currency	42,782,283 99
Total	\$88,218,055 18
Aggregate of debt not bearing int.	\$373,398,256 38

RECAPITULATION.

Amt. Outstanding.	Interest.
Debt bearing interest in coin.	\$1,108,810,191 80
Debt bearing interest in lawful money ..	1,274,478,103 16
Debt on which int. has ceas'd	1,503,020 09
Debt bearing no interest	373,398,256 38
Total	\$2,757,689,571 43
	\$138,031,028 24

LEGAL TENDER NOTES IN CIRCULATION.

One and two years' 5 per cent. notes.

United States notes, old issue

United States notes, new issue

Compound int. notes, Act of March 3, 1863

Compound int. notes, Act of June 30, 1864

Total

\$684,138,959

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 31st of August, 1865. HUGH McCULLOCH,

Secretary of the Treasury.

☞ The Board of Public Works of Chicago has let the contract of building a tunnel under the river at Washington street, in that city, and the work will be commenced forthwith. The tunnel is to be 1,450 feet long. The estimated cost is \$200,000.

☞ The passage of a boat through the Suez Canal and the alleged opening of the canal prove to be a very small affair. It is asserted that, so far from being open, the canal will not be open for three years at least, and the question will then arise how it can be made available for large ships.

California and Columbia River R. R. Co.

We received some time since from a gentleman of high standing in Oregon, a letter on the subject of the California and Columbia River Railroad, and a map showing the route. As we take a deep interest in all such works of internal improvement, and wish great success to their promoters, we give an abstract of the statements contained in that communication, remarking that the project seeks support in the Eastern States, and the personal assistance especially, of our enterprising capitalists in this city.

being agitated to procure a connection with the line connecting California and Oregon.

Neither will, however, be probably attempted for some time to come without assistance; and will be compelled to seek the aid of Eastern capital. The writer of the communication disavows all personal interest in the project, but prefers the route of the Columbia and Willamette Valley Railroad from Eugene to St. Helens, for which object an organization has already taken place which has made considerable progress. Its assets are subscriptions by the farmers principally, about \$500,000, payable in 2 or 3 years, half a dozen good town sites, including the one on Columbia river of the value of \$1,000,000, and 500,000 acres of valuable and productive land, worth even now \$1 per acre, to be trebled in value by the making of the road. A transportation company on the Columbia River is expected to add to these resources a million more. It is argued then with much force, that in the hands of a good company and proper management, the road should be able to borrow on its bonds bearing interest in gold all it needs. The road will be only 130 miles in length, and will cost when completed about \$4,500,000. Upon this statement the enterprise appears to be not only a paying one, but likely to prove very valuable, and as such we commend it to the notice of those enterprising men who look for investments of this kind.

The map and statements are at their service.

Winona and St. Peter Railroad.

We are enabled to state, on what may be considered reliable authority, that the iron necessary to compete the Winona and St. Peter Railroad from Rochester to Mantorville has been purchased, and that orders have been received here from the President of the company in New York, to commence track laying beyond Rochester at the earliest practicable moment after the arrival of the iron, which is now on the way to this place.

The extension of the road to Mantorville, distant from Winona about 68 miles, will open a home market to large portions of the fertile counties of Dodge, Waseca, Steele, Goodhue, Rice, Freeborn, and even Blue Earth, such as they have never had hitherto, and will consequently lighten the labor of their inhabitants as well as add to their wealth.

The road, we may reasonably expect, will be completed to the point named by the 1st of November, if not before. This will be in time for the greater portion of this year's crops, which are extraordinarily heavy and of the best quality.—*Winona Republican*.

Winchester and Potomac Railroad.

The Government is still running this road from Harper's Ferry to Stephenson's Depot, in a greatly improved condition over former times, having renewed the track with heavy rails in place of the flat ones. There is a probability that the road will eventually go into the hands of the Baltimore and Ohio Railroad Company, and will be continued to Winchester, its former terminus, and perhaps extended to Strasburg.

☞ The Seaboard and Roanoke Railroad, extending from Portsmouth, Va., to Weldon, N. C., 80 miles, will be in running order in a few days. A large gang of workmen is employed putting the road in order, and all the needed rolling stock is on hand.

☞ The dummy engine experiment has now been tried a year in Chicago, and is pronounced successful.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

COMPANIES.

Par Value of Shares.

Market price per share.

Paid on Shares.

Market price per share.

COPPER STOCKS.

COMPANIES.

Par Value of Shares.

Market price per share.

Paid on Shares.

Market price per share.

IRON, COAL, ETC., STOCKS.

COMPANIES.

Par Value of Shares.

Market price per share.

Paid on Shares.

Market price per share.

GOLD, SILVER, ETC., STOCKS.

COMPANIES.

Par Value of Shares.

Market price per share.

Paid on Shares.

Market price per share.

COPPER	COMPANIES	Par Value of Shares	Market price per share	Paid on Shares	Market price per share	COPPER	COMPANIES	Par Value of Shares	Market price per share	Paid on Shares	Market price per share	IRON	COMPANIES	Par Value of Shares	Market price per share	Paid on Shares	Market price per share	GOLD, SILVER, AND QUICKSILVER	COMPANIES	Par Value of Shares	Market price per share
Acton	Ca.	200,000	5	10c	—	Jefferson	L. S.	20,000	—	—	—	Copake	N. Y.	50,000	50	—	14	Etna (G.)	Col.	50,000	10
Acton Vale	Ca.	50,000	6	5c	—	Keweenaw	“	20,000	—	4	—	East River	“	6,000	50	—	—	Acadia (G.)	N. S.	100,000	3
Adventure	L. S.	20,000	—	—	—	Kickapoo	“	20,000	—	1	—	George's Ck C. & I. Md.	10,000	100	—	118	Albion (G.)	“	100,000	3	
Albany and Boston	“	20,000	20	20	—	King Phillip	“	20,000	—	2	—	Harewood	“	20,000	5	—	—	Alpine (G.)	Col.	150,000	10
Algoma	“	20,000	2	24	—	Knowlton	“	20,000	—	1	6	Kahatdin	Me.	3,000	100	—	—	Alps (G.)	“	100,000	5
Alliance	Ca.	200,000	24	—	—	Lafayette	Ca.	200,000	—	1	14	Lake Superior	L. S.	20,000	25	—	—	American	“	200,000	2
Allouet	L. S.	20,000	1	3	—	Lake	“	200,000	—	1	14c	Massachusetts	“	25,000	1	—	—	Am. & Mex. (S.)	N. M.	—	—
American	Ca.	200,000	24	54	—	Lawrence	L. S.	20,000	—	—	—	Mount Pleasant	Pa.	10,000	50	—	—	Am. Pioneer	A. T.	—	—
Amygdaloid	L. S.	20,000	25	—	—	Lennoxville	Ca.	100,000	5	50c	—	Tyson	“	20,000	10	—	—	Arizona (Silver)	“	—	—
Anapolis	Md.	50,000	10	—	—	Lyster	“	200,000	2	—	—	Leads	“	—	—	—	—	Atlantic (G.)	N. S.	100,000	2
Aracot	Ca.	20,000	20	—	—	Madison	L. S.	20,000	—	1	2	Amenia	N. Y.	100,000	5	—	—	At. & Pac. (G. & S.)	Nev.	50,000	10
Astor	L. S.	20,000	1	64	—	Malden	“	20,000	—	1	—	Bucks County	Pa.	—	—	—	—	Bay State (G.)	Col.	200,000	5
Atlas	“	20,000	1	44	—	Mandan	“	20,000	—	24	45c	Canada	Ca.	50,000	5	—	—	Beacon (G.)	N. S.	200,000	2
Arteo	“	20,000	1	4	—	Manhattan	“	20,000	—	2	3	Clute	“	—	—	—	—	Benton (G.)	Col.	100,000	5
Balt. and N. C.	N. C.	20,000	5	35c	—	Marquette	“	20,000	—	44	—	Crystal Lake	“	—	—	—	—	Black Hawk (G.)	“	50,000	100
Bare Hill	—	—	215c	—	—	Maryland	Md.	—	5	65c	—	Erie	“	—	—	—	—	Boston (G.)	“	10,000	50
Bay State	L. S.	20,000	34	123	—	Mass	L. S.	20,000	—	—	—	Gay's River	“	100,000	2	—	—	Briggs (G.)	“	10,000	100
Beaver	“	20,000	—	—	—	Massachusetts	“	20,000	—	—	—	Hampton	“	100,000	5	—	—	Bullion (G.)	“	200,000	25
Bedford	Ca.	125,000	5	50c	—	Mendota	“	20,000	—	4	—	Keystone	Pa.	—	—	—	—	Burroughs (G.)	“	100,000	10
Black River	“	200,000	24	10c	—	Merrimac	“	20,000	—	4	—	Lancaster	“	—	—	—	—	Canadian (G.)	Ca.	200,000	2
Bohemian	L. S.	20,000	74	103	—	Meteor	“	20,000	—	—	—	Macomb	N. Y.	100,000	5	—	—	Central (G.)	Col.	50,000	20
Bolton	Ca.	20,000	5	11	—	Mesnard	“	20,000	—	58	24c	Mineral Point	“	100,000	5	—	—	Chaudier (G.)	Ca.	100,000	5
Boston	L. S.	20,000	5	54	—	Michigan	“	20,000	—	—	—	Mount Hope	N. Y.	200,000	1	—	—	Chubucto	N. S.	100,000	5
B. and Corinth	Vt.	20,000	10	—	—	Middlesex	“	20,000	—	—	—	National	“	200,000	1	—	—	Colonial (G.)	Ca.	100,000	24
Brooklyn	L. S.	20,000	90c	—	—	Mineral Hill	“	—	195c	—	—	New Jersey	N. J.	12,000	100	—	—	Colorado (G.)	Col.	50,000	10
Brome	Ca.	100,000	5	2	—	Minnesota	L. S.	20,000	—	34	10	N. Y. & Boston	N. Y.	100,000	5	—	—	Consol. Greg'y (G.)	Col.	50,000	100
Cabot	L. S.	20,000	—	—	—	Missiquol	Ca.	150,000	2	—	—	Oswegatchie	Ca.	100,000	5	—	—	Corpalinshe (G.)	“	200,000	20
Caledonia	“	20,000	—	6	—	Montezuma	N. Mex.	300,000	5	—	—	Placentia Bay	N. F.	—	—	—	—	Corisanne (G.)	“	100,000	10
Cambridge	“	20,000	5	20c	—	Morrison	L. S.	20,000	—	—	—	Ramsay	Ca.	20,000	25	—	—	Corydon (G.)	“	100,000	25
Canada	Vt.	100,000	4	90c	—	Nashua	“	20,000	—	—	—	Rosie	“	100,000	5	—	—	Day & Bushnell (G.)	Col.	300,000	10
Carp Lake	L. S.	20,000	14	—	—	National	“	20,000	—	54	21	Shawangunk	N. Y.	100,000	5	—	—	Denver (G.)	Ca.	50,000	20
Cascado	“	20,000	—	—	—	Native	“	20,000	—	3	1	Sussex	N. J.	100,000	5	—	—	Dorset (G.)	“	170,000	5
Central	“	20,000	40	—	—	Naumkeag	“	20,000	—	1	3	Union	“	100,000	5	—	—	El Dorado (G.)	Nev.	100,000	5
Champlain	Ca.	200,000	14	15c	—	Nelson	Ca.	200,000	—	10c	—	Wallkill	N. Y.	—	—	—	—	Empire (S.)	“	—	—
Chatham	“	200,000	2	—	—	Nequaket	L. S.	20,000	—	1	2	Coal & Anthracite	—	—	—	—	Empress (S.)	“	—	—	
Chaudiere	“	100,000	1	50c	—	Nevada (Silver)	“	20,000	—	—	—	American	Pa.	37,500	25	—	—	Eureka (G.)	Cal.	—	—
Chester	“	200,000	1	120	—	New England	“	20,000	—	2	75c	Ashburton	“	50,000	50	—	—	Excelsior (G.)	Col.	30,000	10
Cheticamp	—	30,000	5	—	—	Newton	Ca.	200,000	—	1	80	Atlantic & G. C.	Md.	—	—	—	—	Frankfort (G.)	—	100,000	2
Chippewa	L. S.	20,000	—	—	—	New York	L. S.	20,000	—	—	—	Baltimore	“	—	—	—	—	Garrison's (G.)	Col.	100,000	5
Cleveland	Ca.	100,000	5	—	—	N. Y. & Passaic	N. J.	100,000	5	—	—	Bear Valley	“	40,000	124	—	—	Gilbert River (G.)	Ca.	100,000	5
Cliff	L. S.	20,000	—	1	—	North Cliff	L. S.	20,000	—	4	1	Beaver Meadow	Pa.	100,000	50	—	—	Gilpin (G.)	Col.	100,000	5
Clifton	“	20,000	—	—	—	North Silver Lake	“	20,000	—	—	—	Belmont	“	10,000	50	—	—	Gold Field	—	50,000	10
Collin	—	20,000	—	—	—	North State	“	20,000	—	3	25c	Big Mountain	Pa.	—	—	—	—	Gold Hill	—	50,000	10
Columbian	—	20,000	44	9	—	North Sutton	Ca.	100,000	—	1	1	Blackhall	L. S.	8,000	25	—	—	Gold River	—	100,000	3
Consolidated	—	20,000	5	5c	—	North Western	L. S.	20,000	—	74	32	Boston & Pictou	“	100,000	5	—	—	Gould & Curry (G. S.)	N.	300,000	10
Copper Falls	—	20,000	—	23c	—	Norwich	“	20,000	—	—	—	Bridgeport	Pa.	30,000	10	—	—	Gunnels (G.)	Col.	300,000	10
Copper Harbor	—	20,000	—	1	—	Ogima	“	20,000	—	54	54	Broad Mountain	“	30,000	10	—	—	Harmon (G. & S.)	Nev.	100,000	10
Copper Hill	—	20,000	1	210c	—	Ontonagon	“	20,000	—	—	—	Butler	“	—	—	—	—	Isaac's Harbor (G.)	N. S.	100,000	5
Copperas Hill	—	50,000	10	—	—	Ottawa	Ca.	200,000	—	1	23c	Cape Briton	N. S.	200,000	24	—	—	Isabella (G.)	Col.	—	—
Cornwall	Vt.	100,000	2	25c	—	Pacific	L. S.	20,000	—	—	—	Carbondale	Pa.	—	—	—	—	Liberdade (G. & S.)	Mex.	—	—
Dacotah	L. S.	20,000	5	—	—	Pennsylvania	“	20,000	—	25	24	Franklin	Pa.	5,000	100	—	—	Manhattan (G.)	Col.	100,000	10
Dana	—	20,000	34	14	—	Petherick	“	20,000	—	2	10	Fulton	“	60,000	5	—	—	Mariposa (G.)	Cal.	100,000	100
Deep River	N. C.	5	—	10c	—	Pewabic	“	20,000	—	8	38	Garrison's (G.)	Col.	5,000	100	—	—	Massachusetts (G.)	Ca.	500,000	5
Delaware	L. S.	20,000	15	—	—	Phenix	“	20,000	—	15	124	Continental	“	10,000	50	—	—	Kennebec (G.)	Col.	100,000	5
Derby	“	20,000	1	44	—	Pittsburg & Boston	“	20,000	—	54	52	Cumberland (pref.)	Md.	50,000	100	—	—	Kent (G.)	N. S.	200,000	1

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length.		Equipment.		Companies.	Cost of Road and Equipment.	Share Capital Paid In.	Bonded Debt.	Floating Debt.	Gross.	Nett.	Dividends on paid capital.	Market Price.	
	Completed; equi- p. in single trk.		In progress or projected											
	m.	m.	No	No	N									
	Horses.													
30 Nov. '64	3.36	—	No	No	N	MASSACHUSETTE.	\$	\$	\$	\$	\$	\$	p. c.	41
30 Nov. '64	4.52	—	179	28	—	Boston and Chelsea.	110,000	110,000	—	—	8,800	7,409	6%	51
30 Nov. '64	27.43	—	—	—	—	Broadway, Boston.	256,257	250,000	26,482	129,615	18,895	8	51	90
30 Nov. '64	7.5	—	—	—	—	Cambridge	734,671	727,800	94	(Union Co.)	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—
30 Nov. '64	2.80	—	26	6	—	Dorchester and Roxbury	18,742	12,000	6,660	(Metro polin Co.)	6	4	4	4
30 Nov. '64	11.75	—	200	31	—	Lowell (Horse).	43,894	40,129	3,590	11,062	766	8	8	8
30 Nov. '64	3.41	—	—	—	—	Lynn and Boston.	254,611	200,000	50,000	18,168	129,927	12,197	8	8
30 Nov. '64	2.97	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	2	2
30 Nov. '64	31.85	—	841	140	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)	—	50	2
30 Nov. '64	6.84	—	263	41	—	Metropolitan (Boston).	1,420,141	1,176,075	215,487	580,043	49,981	6	4	4
30 Nov. '64	5.69	—	75	9	—	Middlesex (Boston).	488,945	400,000	31,000	104,617	170,236	3	6	6
30 Nov. '64	6.75	—	66	15	—	Quincy	135,243	71,000	55,533	31,533	25,510	1,369	—	—
30 Nov. '64	2.68	—	—	—	—	Salem & South Darvers	173,980	150,000	—	25,500	37,017	—	—	—
30 Nov. '64	2.50	—	10	2	—	Somerville	50,000	50,000	—	—	—	—	—	—
30 Nov. '64	6.74	—	—	—	—	Stoneham street (Boston).	35,300	32,900	—	—	7,454	—	5	2
30 Nov. '64	6.00	—	70	—	—	Suburban	95,500	5,000	—	—	(Middlesex)	—	—	—
30 Nov. '64	411	—	63	—	—	Suffolk (Boston).	(Sold to Metro)	Aug. 1, '64	160,000	144,316	34,198	1,261	—	—
30 Nov. '64	1.53	—	—	—	—	Union (Transportation).	241,441	20,000	—	278,428	—	—	—	—
30 Nov. '64	2.25	—	—	—	—	West Cambridge	13,000	13,000	—	—	(Leased)	6	4	4
30 Nov. '64	11.60	—	59	8	—	Wellesley	62,154	60,000	—	939	21,589	—	—	—
						Worcester	86,657	75,800	—	53,668	25,455	—	—	—
CONNECTICUT.														
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville.	100,000	100,000	—	—	—	—	—	8
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield.	300,000	300,000	—	—	—	—	—	—
NEW YORK.														
30 Sep. '64	10.76	—	32	—	28	Broadway (Brooklyn).	237,139	200,000	27,500	5,782	67,594	18,386	6	100
30 Sep. '64	14.33	—	—	—	78	Broadway & 7th Ave. N. Y.	3,238,245	2,100,000	120,000	75,000	95,551	18,965	100	100
30 Sep. '64	7.00	2.80	—	—	10	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,831	2,942	4	4
30 Sep. '64	24.00	—	—	—	48	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	8,666	9	100
30 Sep. '64	56.18	1.90	—	—	140	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	84	5
30 Sep. '64	11.75	4.00	—	—	28	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	—	700	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kwy	90,000	50,000	25,000	15,000	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Buffalo Street	33,500	15,400	18,500	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Canarsie, B'klyn & Win'd.	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse).	1,330,302	721,350	550,000	—	327,713	30,493	100	6
30 Sep. '64	19.00	3.00	99	—	12	Centr'l Pk, N. & E. Riv. (N. Y.)	603,889	500,000	113,000	—	100,438	9,148	—	—
30 Sep. '64	17.25	—	32	—	—	Coney Island and Brooklyn-East & North River (N. Y.).	650	650	—	—	—	—	12	100
30 Sep. '64	6.00	—	101	—	—	Eighth Avenue (N. Y.).	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	12
30 Sep. '64	12.00	1.00	—	—	50	42d st. & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.).	—	—	—	—	—	—	8	8
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g).	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	17	—	2	Harlem Br. Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo).	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo).	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	34	—	—	Ninth Avenue (N. Y.).	451,154	795,360	67,000	—	90,108	loss.	100	100
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.).	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.).	1,155,815	650,000	520,000	53,000	350,718	20,134	100	100
30 Sep. '64	8.37	—	46	—	—	Sixth Avenue (N. Y.).	1,222,621	750,000	—	—	424,306	14,753	5	100
30 Sep. '64	17.50	—	—	—	137	Tenth Av & 32d st. (N. Y.).	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Third Avenue (N. Y.).	1,968,354	1,170,000	1,180,000	35,000	844,701	17,1587	12	100
30 Sep. '64	6.50	9.00	18	—	—	Troy and Cohoes	50,000	—	—	—	—	—	—	—
30 Sep. '64	1.50	—	3	—	—	Utica City.	193,945	124,500	65,500	7,000	18,295	—	—	—
30 Sep. '64	12.00	—	—	—	—	V. Brunt st. & Erie Bas. (Buff).	62,000	50,000	12,000	—	10,850	2,380	—	—
Dec. '62	5.82	—	7	—	—	Williamsburgh & Cony Is'd	15,000	15,000	—	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	W. Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—
Dec. '62	10.47	—	—	—	—	W. Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—
31 Dec. '63	17.00	—	150	22	—	Jersey City & Bergen Point	411,000	211,000	200,000	—	71,050	19,183	—	50
31 Dec. '62	5.80	—	8	—	—	Orange and Newark.	100,000	40,000	60,000	—	—	—	—	—
NEW JERSEY.														
31 Oct. '64	7.89	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	
31 Oct. '64	8.13	135	17	7	Citizens' (Pittsburg).	185,913	100,000	57,900	19,957	100,381	20,036	8	—	
31 Oct. '64	4.12	12	12	2	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	
31 Oct. '64	4.38	119	20	—	Fairmount & Arch st. (Phila.)	194,618	200,000	—	27,895	77,533	5,901	74	—	
31 Oct. '64	16.74	257	46	40	Frankford & Southw'k (Phila.)	759,261	492,530	200,000	18,500	251,897	81,029	8	50	
30 Nov. '64	24.23	233	39	—	Germantown	377,824	112,245	250,000	—	1,6,540	41,534	—	—	
31 Oct. '64	8.40	120	25	25	Girard College (Phila.).	81,612	160,000	—	—	102,861	24,708	12	—	
31 Oct. '64	8.73	236	33	33	Green & Coates st. (Phila.).	232,964	150,000	98,000	—	186,776	61,494	20	—	
31 Oct. '64	11.00	—	16	16	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	59,473	—	3,929	—	—	
31 Oct. '64	5.20	—	108	16	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	
31 Oct. '64	11.17	—	60	12	North Philadelphia	—	—	—	—	—	—	—	—	
31 Oct. '64	12.00	—	—	—	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	
31 Oct. '64	10.57	5.02	60	12	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	
31 Oct. '64	7.04	115	18	18	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	
31 Oct. '64	4.51	71	12	12	Pittsburg and Birmingham	65,356	48,000	22,600	5,368	58,006	15,984	4	—	
31 Oct. '64	6.16	129	22	22	Race and Vine (Fairmount)	306,000	180,000	125,000	—	95,336	1,418	—	—	
31 Oct. '64	7.78	55	10	10	Richmond & Schuykill (Phila.)	130,000	100,000	30,000	—	39,354	8,113	—	—	
31 Oct. '64	19.46	423	65	5	Ridge Avenue & Manyunk.	179,635	120,000	65,108	—	—	—	—	—	
31 Oct. '64	5.62	75	16	16	Second & Third st. (Phila.).	478,202	205,757	172,000	—	355,774	98,863	27	20	
31 Oct. '64	8.38	115	17	4	Spruce & Pine (Phila. & Grs & F.)	175,610	159,312	15,500	—	41,269	9,418	5	—	
31 Oct. '64	7.65	151	201	35	St. (Citizens').	176,049	182,750	—	—	79,670	21,297	6	—	
31 Oct. '64	6.25	125	17	13	13th & 15th st. (Phila.).	102,000	100,000	—	—	162,367	61,179	20	20	
31 Oct. '64	9.31	316	58	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,238	74	—	
31 Dec. '62	21.00													

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST. Rate.	PAY- ABLE.	Principal payable.	Market Price.
Broadway (Brooklyn): Real Estate Mortgage	\$ 27,500	7 J. & J.	Months.	Year.	per cent.
Broadway & 7th Avenue: 1st Mortgage	200,000	7 J. & J.	1884		
Brooklyn, Bath & Coney Is'd: 1st Mortgage	76,000	7 J. & J.	1883		
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7 J. & J.	1870		
Brooklyn City: 1st Mortgage	170,000	7 J. & J.	1872		
Brooklyn City & Newtown: 1st Mortgage	200,000	7 J. & J.	1872		
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7 J. & J.	1884		
Cambridge: 1st Mortgage	150,000	6 J. & J.	1881	99	
Central Park, East & North River: 1st Mortgage	550,000	7 J. & J.	1874		
Citizens' (Pittsburg): 1st Mortgage	57,900	7 J. & J.	1870		
Cliftondale: 1st Mortgage	25,000	6 J. & J.	1871		
Coney Island and Brooklyn: 1st Mortgage	113,000	7 J. & J.	1873		
Delaware County: 1st Mortgage	6,500	7	-----		
Dorchester: Real Estate Mortgage	5,000	6	-----		
Forty-second street: 1st Mortgage	127,150	7 J. & J.	1873		
Real Estate	134,500	7 J. & J.	-----		
Frankford and Southwark: 1st Mortgage	200,000	7 J. & J.	1869	107	
Germantown: 1st Mortgage	250,000	7 J. & J.	1869		
Green and Coates St.: 1st Mortgage	98,000	7 J. & J.	1870	98	
Harlem Br. Morris & Ford'm: 1st Mortgage	88,000	7 J. & J.	-----		
Hestonville, Mantua & Fair- mount: 1st Mortgage	40,000	7 J. & J.	1869		
Hoboken and Weehawken: 1st Mortgage	60,000	7 M. & S.	1872		
Lynn and Boston: 1st Mortgage [road]	50,000	6 M. & S.	71-72	100	
Malden and Melrose: 1st Mortgage guaranteed	73,100	6	-----	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	-----		
Middlesex: 1st Mortgage	31,000	-----	-----		
Malden & Melrose bonds	51,762	-----	-----		
Real Estate	4,000	-----	-----		
Ninth Avenue: 1st Mortgage	67,000	7	-----		
North Philadelphia: 1st Mortgage	100,000	7 J. & J.	1869		
Orange and Newark: 1st Mortgage Broad street, " O. & Newark	100,000	7 J. & J.	1881		
2d Mortgage "	100,000	7 J. & J.	1883		
Philadelphia City: 1st Mortgage	135,000	6 J. & J.	1879	9	
Philadelphia and Darby: 1st Mortgage	17,000	7 J. & J.	1870		
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7 J. & J.	1869		
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7 J. & J.	1871		
Pittsburg & Birmingham: 1st Mortgage	22,600	7 J. & J.	1870		
Pittsburg & East Liberty: 1st Mortgage	87,000	7 J. & J.	1871		
Quincy: Plain bonds	50,000	M. & S.	1868		
Richmond and Schuylkill: 1st Mortgage	30,000	7 J. & J.	1870		
Rochester City & Brighton: 1st Mortgage	91,000	7 J. & J.	-----		
Second Avenue: 1st Mortgage	550,000	7 J. & D.	1867		
Second and Third Street: 1st Mortgage	125,000	7 J. & J.	1868	9	
2d Mortgage	60,800	7 J. & J.	1869	10	
Sixth Avenue: 1st Mortgage	15,000	7 J. & J.	-----		
Third Avenue: 1st Mortgage	1,000,000	7 J. & J.	1870		
Real Estate bonds	180,000	-----	-----		
Union: Real Estate Mortgage	20,000	6 J. & D.	1868		
Ulica City: 1st Mortgage	65,500	7	-----		
West Hoboken & Hoboken: 1st Mortgage	60,000	7 M. & N.	1875		
West Philadelphia: 1st Mortgage	1,000,000	7 M. & N.	1875		

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding. Aug. 31, 1866	Interest.—			DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—		
		Rate.	Periods.	When Due.			Market Price.	Rate.	Periods.
UNITED STATES LOANS.					Massachusetts—Union Fund Loan—coupon	3,000,000			
Loan of Jan. 28, 1847—registered	39,415,250	6	Jan. & July.	1867 120	" " " " "	600,000		6	Jan. & July.
Loan of March 31, 1848—registered	8,008,342	6	" " " " "	1868 118	—Bounty Fund Loan—	500,000		5	May & Nov.
" " " " " coupon		6	" " " " "	1868 117	—Coast Defence Loan—	1,000,000		5	" " " " "
Texas Indemnity, of Sep. 9, 1850—coupon	839,000	5	" " " " "	1865 225	—Back Bay Loan—	168,000		5	" " " " "
Loan of June 14, 1855—registered	20,000,000	5	" " " " "	1874 100	Michigan—Renewal Loan—coupon	216,000		6	Jan. & July.
" " " " " coupon		5	" " " " "	1874 97	—Canal Loan—(sink'g fd)	100,000		6	" " " " "
Loan of June 22, 1860—registered	7,022,000	5	" " " " "	1871 93	—War Loan—	567,000		7	" " " " "
" " " " " coupon		5	" " " " "	1871 95	—Redemption Pn (" ")	2,000,000		6	" " " " "
Oregon War Debt of March, 1861—coupon	1,016,000	6	" " " " "	1881 102	Minnesota—State bonds—coupon	250,000		8	Jan. & July.
" " " " " coupon		6	Yearly.	1881 102	—(Indian war)—	100,000		7	" " " " "
Loan of Feb. 8, 1861—registered	18,415,000	6	Jan. & July.	1881 107	—(Railroads)—	2,275,000		7	" " " " "
" " " " " coupon		6	" " " " "	1881 107	Mississippi—State bonds (Banks)—coupon	2,000,000		6	Jan. & July.
Loan of July 17, & Aug. 5, 1861—registered	264,194,000	6	" " " " "	1881 107	Missouri—Bank Stock Loan of 1857—	63,000		5	Jan. & July.
" " " " " coupon		6	" " " " "	1881 107	" " " " "	199,000		6	April & Oct.
Loan of Feb. 25, 1862 (5-20s)—registered	514,780,500	6	May & Nov.	1882 105	—Capitol Loan of 1857—	100,000		6	Jan. & July.
" " " " " coupon		6	" " " " "	1882 107	—Renewal Loan of 1853—	40,000		6	" " " " "
Bonds, Central Pacific R. R. Co.	1,258,000	6	Jan. & July.	1895 ---	—R. R. Loans: Pacific R. R.—coupon	7,000,000		6	" " " " "
Loan of March 3, 1864, (10-40s)—registered	172,770,100	5	Mar. & Sept.	1904 94	—S. W. Branch—	4,500,000		6	" " " " "
" " " " " coupon		5	" " " " "	1904 97	—H. & St. Joseph—	3,000,000		6	" " " " "
Loan of March 3, 1864 (5-20s)—registered	91,789,000	6	May & Nov.	1884 ---	—N. Missouri—	4,350,000		6	" " " " "
" " " " " coupon		6	" " " " "	1884 105	—Iron Mountain—	3,501,000		6	" " " " "
Treasury Notes of July 17, 1861—coupon	384,450	7	April & Oct.	1864 ---	—C. & Fulton—	650,000		6	" " " " "
" June 29, '64 & Mar. 3, '65 1st series	300,000,000	7	Feb. & Aug.	1867 96	—Platte Co.—	700,000		6	" " " " "
" March 3, 1865 2d series	300,000,000	7	June & Dec.	1868 99	—Revenue bonds—	431,000		9	June & Dec.
" " " " 3d series	230,000,000	7	Jan. & July.	1868 98	—State Defense warrants—	780,000		6	Feb. & Aug.
Debt Certificates	86,983	6	At maturity.	---	New Hampshire—State bonds—coupon	835,100		6	1876 92
One & Two Year Treasury Notes (legal tender)	33,564,230	5	" " " " "	---	—Notes—	200,000		6	" " " " "
Three Year's Compound Interest notes of '63	15,000,000	6	At maturity.	1886 ---	New Jersey—State stock—registered	95,000		6	Jan. & July.
" " " " " of '64	202,024,180	6	" " " " "	1867 ---	—State bonds (war loan)—coupon	531,820		6	Var. 65-71
United States Notes (greenbacks)	438,160,569	6	" " " " "	---	—(" " " ")—	200,000		5	Jan. & July.
Fractional currency	26,344,742	6	" " " " "	---	New York—General Fd: Astor Debt—	561,500		5	pleas.
STATE LOANS.					—Deficiency Loans—	348,107		5	pleas.
Alabama—State bonds—coupon	8,423,000	5	Jan. & July.	1877 ---	" " " " "	900,000		5	1875
Arkansas—State bonds (R. E. Bk)—coupon	399,000	6	No interest	1868 ---	—Comptroller's b'nds—	442,961		5	May & Nov.
" " " " " (Bk of State)—	610,000	6	paid for	1868 ---	—Railroad Loans—	287,700		6	1888 100
" " " " " (" ")—	38,000	5	many yrs.	1868 ---	—Canal Fund Loans—	1,189,781		6	Jan. & July.
California—Civil bonds of 1857—	3,727,500	5	Jan. & July.	1878 116	—(" " " ")—	1,300,000		7	1870 112
" " " " " 1860—	198,500	7	" " "	1880 ---	—(" " " ")—	700,000		5	d'm'd.
" " " " " War bonds	610,064	7	" " "	1872 ---	—(" " " ")—	28,698		6	d'm'd.
Connecticut—War Fund bonds—coupon	2,000,000	6	Jan. & July.	171-72	—(" " " ")—	11,060		6	d'm'd.
" " " " " " "	1,000,000	6	" " "	1871-82 96	—(" " " ")—	14,230		6	d'm'd.
Florida—State bonds—coupon	143,000	7	" " "	1887 ---	—(" " " ")—	421,000		6	Jan. & July.
Georgia—State bonds—coupon	72,000	5	Jan. & July.	1872 ---	—(" " " ")—	65-77		6	65-77
" " " " " (R. R. & Bk)—	2,073,750	6	" " "	1873-80 80	—(" " " ")—	68,000		5	4 J. A. J. & O.
" " " " " (R. R.)	525,000	7	" " "	1872-72	—(" " " ")—	28,000		5	5 Feb. & Aug.
Illinois—New Int. Impr. stock—Inscribed	1,970,967	6	Jan. & July.	1870 101	—(" " " ")—	320,000		5	5 Jan. & July.
" " " " " bonds	1,322,085	6	" " "	1877 100	—(" " " ")—	100,000		6	6
" " " " " Interest stock	737,222	6	" " "	1870 100	—(" " " ")—	6,922,274		5	63-74
" " " " " Refunded stock	2,187,000	6	" " "	1870 95	—(" " " ")—	15,859,026		6	64-76
" " " " " War bonds	2,000,000	6	" " "	1870 100	—(" " " ")—	1,200,000		7	Various
" " " " " Canal bonds (sterling)	1,778,423	6	" " "	1870 100	—(" " " ")—	9,129,505		6	Var. 1860 110
" " " " " (dollar)	1,969,397	6	" " "	1870 100	—(" " " ")—	1,258,279		5	1865 95
Indiana—State stock—registered	2,058,173	24	" " "	1886 75	—(" " " ")—	379,866		6	1875
" " " " " State Int. Imp. bonds (not adjusted)	391,000	5	" " "	1886 86	—(" " " ")—	2,183,532		6	1886 100
" " " " " State War Loan bonds—coupon	1,371,780	6	May & Nov.	1881 93	—(" " " ")—	4,096,309		6	1886 98
" " " " " Canal Preferred stock—	40,790,500	5	Jan. & July.	1878 87	—(" " " ")—	2,400,000		6	1886 108
" " " " " special stock	1,216,737	5	" " "	1883 ---	—(" " " ")—	125,680		6	1866
" " " " " Deferred stock	1,243,000	5	" " "	1879 95	—(" " " ")—	1,500		5	1866
" " " " " special stock	479,545	5	" " "	1886 75	—Irreducible debt (school funds, etc.)—	279,313		6	1866
Iowa—State stocks—coupon	200,000	7	Jan. & July.	1868 ---	—(" " " ")—	2,920,403		6	Yearly.
" " " " " (war loan)	800,000	7	" " "	1871-82 96	—(" " " ")—	55,372		44	April & Oct.
" " " " " bonds to School Fund	122,296	10	Annually.	1871-82 96	—(" " " ")—	10,780,065		5	Jan. & July.
Kansas—State bonds (sinking fund)—coupon	146,000	7	Jan. & July.	1876 ---	—(" " " ")—	3,886,070		5	Feb. & Aug.
" " " " " (" " " ")—	54,000	7	May & Nov.	1878 ---	—(" " " ")—	3,690,614		5	Mar. & Sept.
" " " " " (domestic)	65,000	6	July.	1883 ---	—(" " " ")—	3,241,898		5	June & Dec.
Kentucky—State bonds—coupon	4,800,000	5	Jan. & July.	1855-75	—Interest Certificates—	210,283		6	Feb. & Aug.
" " " " " (" " " ")—	5	" " "	1851-91 96	—State bonds—coupon	200,000		41	Jan. & July.	
" " " " " (bank)	600,000	5	" " "	1891 ---	—State Stock Loans—	1,177,890		5	1864
" " " " " (" " " ")—	67,500	6	" " "	1851-91 96	—(" " " ")—	675,029		5	1864
" " " " " (war loan)	2,000,000	5	" " "	1871 ---	—Bank Charter Loans—	1,045,629		5	June & Dec.
" " " " " (" " " ")—	5	" " "	1871 ---	—Relief Notes in circulation—	1,558,673		5	Jan. & July.	
" " " " " (dollar)	500,000	3	" " "	1890 ---	—Military Loan bonds—coupon	2,277,755		5	1868
" " " " " (" " " ")—	100,000	4	" " "	1888 ---	—State bonds (war loan)—coupon	1,766,214		5	1870 90
" " " " " (" " " ")—	767,560	5	" " "	1886 ---	—(" " " ")—	480,000		5	Feb. & Aug.
" " " " " (" " " ")—	399,408	5	" " "	1886 ---	—Inclined Plane Loan—	400,000		6	April & Oct.
" " " " " (" " " ")—	148,711	5	" " "	1886 ---	—State bonds—coupon	650,000		5	Jan. & July.
" " " " " (" " " ")—	133,689	6	" " "	1870 107	—Bank Charter Loans—	360,937		5	1882 92
" " " " " (" " " ")—	8,000,000	6	" " "	1870 107	—Relief Notes in circulation—	97,360		5	1877
" " " " " (" " " ")—	35,000	6	" " "	1886 ---	—Military Loan bonds—coupon	2,000,000		6	Feb. & Aug.
" " " " " (" " " ")—	603,388	6	" " "	1886 ---	—(" " " ")—	484,444		5	1882
" " " " " (" " " ")—	3,995,665	6	April & Oct.	1855-71	—South Carolina—State bonds (stg)—coupon	1,708,017		6	1877 99
" " " " " (T. & G. R.)—	508,380	6	" " "	1886 ---	—(" " " ")—	1,810,000		5	1877
" " " " " (" " " ")—	416,500	6	" " "	1886 ---	—(" " " ")—	1,125,000		6	1882
" " " " " (" " " ")—	300,000	5	" " "	1893 123	—Tennessee—State bonds (banks)—coupon	2,063,606		5	Var. 54
" " " " " (Eas'trn R. R.)—	600,000	6	Jan. & July.	1855-71 180	—(" " " ")—	12,799,000		6	Var. 77
" " " " " (N. & W. R. R.)—	400,000	6	" " "	1870 ---	—(" " " ")—	608,000		5	1870 97
" " " " " (Cona. State) —	150,000	6	" " "	1870 ---	—(" " " ")—	48,000		6	1890 57
" " " " " (Buildings Co.)—	200,000	6	" " "	1870 ---	—(" " " ")—	18,264,642		5	1890 77
" " " " " (" " " ")—	245,000	5	April & Oct.	1855-74 123	—Vermont—Inscribed certificates—	175,000		6	1870 64
" " " " " (" " " ")—	200,000	6	" " "	1870 ---	—State bonds (war loan)—coupon	58,000		6	1870 63
" " " " " (" " " ")—	245,000	5	June & Dec.	1855-74 123	—(" " " ")—	751,000		6	1870 103
" " " " " (" " " ")—	200,000	6	" " "	1870 ---	—(" " " ")—	404,000		5	Various.
" " " " " (" " " ")—	94,000	5	Jan. & July.	1874 ---	—(" " " ")—	1,365,000		6	Var. 83-93 58
" " " " " (" " " ")—	200,000	6	" " "	1874 ---	—(" " " ")—	1,000,000		6	1877
" " " " " (" " " ")—	247,000	4	June & Dec.	1855-74 123	—West Virginia—No information—	1,100,000		6	1877 98
" " " " " (" " " ")—	247,000	4	" " "	1874 ---	—Wisconsin—State bonds (civil)—coupon	100,000		6	April & Oct.
" " " " " (" " " ")—	247,000	4	" " "	1874 ---	—(" " " ")—	200,000		6	1877
" " " " " (" " " ")—	247,000	4	" " "	1874 ---	—(" " " ")—	100,000		6	Jan. & July.
" " " " " (" " " ")—	247,000	4	" " "	1874 ---					

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864.	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	367,556	3,709,970
1865.	364,755	383,147	449,815	406,680	460,422	521,174	595,523	—	—	—	—	—	—
Chicago and Alton:	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,768	73,761	64,937	988,641
1861.	81,531	75,621	78,361	65,558	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,298	1,068,464
1862.	73,169	98,591	110,935	72,196	81,994	90,625	95,096	128,191	132,630	119,409	115,201	111,955	1,225,001
1863.	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,710,484
1865.	261,903	252,583	288,159	263,149	312,316	343,985	316,944	391,574	—	—	—	—	—
Chicago and Rock Island:	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861.	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,042	154,084	152,537	123,319	118,753	1,261,056
1862.	120,776	90,007	75,676	76,459	102,363	138,374	119,947	117,086	148,268	161,503	138,795	135,596	1,423,439
1863.	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,863	336,617	321,037	3,096,470
1865.	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	—	—	—	—	—
Chicago and Northwestern:	—	—	—	—	—	—	—	—	—	—	—	—	—
1868.	232,208	202,321	221,709	240,051	286,209	359,888	275,506	299,007	473,186	551,122	425,945	404,183	3,975,935
1864.	273,876	317,539	390,365	371,461	466,830	565,145	477,743	519,306	655,384	708,714	705,496	645,943	5,898,072
1865.	555,675	481,165	506,290	467,710	568,904	727,163	688,172	743,359	—	—	—	—	—
Cleveland and Toledo:	—	—	—	—	—	—	—	—	—	—	—	—	—
1859.	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,380	79,073	76,304	82,220	780,236
1860.	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	880,409
1861.	85,239	78,918	85,663	90,324	65,802	63,137	52,269	60,285	84,340	98,523	88,401	105,253	956,559
1862.	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,583	102,176	112,507	117,284	164,876	1,187,544
1863.	145,916	146,839	165,780	121,278	106,407	99,569	90,582	95,184	130,551	150,397	143,880	185,920	1,570,600
1864.	164,058	176,105	208,329	158,077	125,000	100,000	113,815	154,245	182,110	183,849	184,614	205,291	1,942,995
Erie:	—	—	—	—	—	—	—	—	—	—	—	—	—
1859.	304,708	319,593	372,296	380,343	349,953	330,057	361,819	359,114	455,235	465,569	536,608	414,764	4,661,049
1860.	354,000	345,311	457,161	393,409	319,965	477,642	500,124	587,242	561,448	412,723	5,355,424	—	—
1861.	404,507	391,932	485,560	474,174	506,610	430,063	372,705	419,010	515,948	719,384	734,108	714,211	6,214,182
1862.	699,097	601,595	638,006	626,070	587,416	528,842	505,024	615,962	756,421	886,136	902,906	963,559	8,400,834
1863.	845,695	839,949	956,445	948,059	848,783	770,148	731,243	867,092	810,801	966,294	1,024,649	1,035,321	10,469,481
1864.	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865.	908,341	886,039	1,240,626	1,472,120	1,339,279	1,255,523	1,152,803	—	—	—	—	—	—
Hudson River:	—	—	—	—	—	—	—	—	—	—	—	—	—
1859.	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,973	170,157	157,443	232,083	1,933,434	—
1860.	212,714	209,422	161,047	154,608	166,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,522
1861.	225,157	206,343	187,560	189,751	150,803	123,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,587
1862.	307,330	281,568	308,963	202,346	192,442	151,427	159,769	198,442	212,118	239,911	270,083	405,571	2,922,970
1863.	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,736,140
1864.	501,231	472,240	356,626	278,540	281,759	258,049	273,726	306,595	361,800	340,900	340,738	507,552	4,374,556
1865.	525,988	418,711	424,870	311,540	351,759	310,049	—	—	—	—	—	—	—
Illinois Central:	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,884,348
1861.	321,844	279,268	229,354	192,054	199,488	177,829	189,280	268,983	284,020	243,249	224,401	239,612	—
1862.	190,130	236,637	181,054	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,583	359,463	8,445,827
1863.	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864.	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.	546,410	522,555	592,276	491,297	454,604	590,061	531,906	—	—	—	—	—	—
Marietta and Cincinnati:	—	—	—	—	—	—	—	—	—	—	—	—	—
1862.	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,829	55,257	48,544	512,218
1863.	38,203	53,775	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,983	710,225
1864.	77,010	74,409	89,901	72,389	88,988	78,697	91,809	90,972	98,078	98,546	96,908	96,453	1,038,165
1865.	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	—	—	—	—	—
Milwaukee and Prairie du Chien:	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861.	54,246	44,027	43,637	49,102	112,206	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,158,407
1862.	85,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	106,661	154,369	122,272	61,835	1,163,734
1863.	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,388	155,417	205,065	188,342	112,913	1,247,268
1864.	102,749	115,185	88,221	140,418	186,747	212,209	139,547	165,218	217,209	149,099	171,013	171,181	—
1865.	98,183	74,283	70,740	106,689	146,943	224,833	217,159	—	—	—	—	—	—
Michigan Southern & Northern Indiana:	—	—	—	—	—	—	—	—	—	—	—	—	—
1859.	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860.	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	238,851	273,722	203,492	184,972	2,068,896
1861.	140,925	116,933	163,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,285	189,077	2,189,077
1862.	163,152	153,723	167,500	193,120	200,820	181,983	180,915	226,819	276,109	325,818	305,234	264,833	2,647,833
1863.	248,784	230,508	557,227	236,453	2								

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.			Description.	Amount.	Interest.		
		When payable.	Where payable.	Due.			When payable.	Where payable.	Due.
Alabama and Florida :					Chicago and Great Eastern :				
Mortgage	\$300,000	7			1st Mortgage	2,000,000	7	Apr. & Oct.	New York
Convert. (guar. by Dir.)	150,000	7			Chicago and Rock Island :				
Alabama and Tenn. Rivers :					1st Mortgage	1,397,000	7	Jan. & July.	New York
1st Mortgage convertible	833,000	7	Jan. & July.	New York	Income bonds	58,500	8	May & Nov.	"
2d Mortgage	225,700	8			Chicago and Northwestern :				
Albany, Vt. and Canada :					Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York
1st Mortgage	500,000	7	March & Sept.	New York	General 1st Mortgage	3,800,000	7	"	"
Atlantic and Gt. Western (N. Y.) :					Bonds issued for coupons of do.	756,000	7	May & Nov.	"
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York	2d Mortgage	2,000,000	6	"	"
2d Mortgage	593,500	7	"	"	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"
Atlanta and Gt. Western (Pa.) :					Green Bay Extension Bonds	300,000	7	"	"
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York	Flagg Trust Bonds	245,000	8	Jan. & July.	"
2d Mortgage	956,000	7	"	"	Cincinnati, Hamilton and Dayton :				
Eastern Coal Fields Branch	400,000	7	"	"	1st Mortgage	379,000	7	Jan. & July.	New York
Atlantic and Great Western (O.) :					2d Mortgage	1,250,000	7	May & Nov.	"
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York	Cincinnati, and Zanesville :				
2d Mortgage		7	Jan. & July.	"	1st Mortgage	1,300,000	7	May & Nov.	New York
Atlanta and St. Lawrence :					Chicago and Mahoning :				
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1st Mortgage	850,000	7	Feb. & Aug.	New York
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London	2d Mortgage	244,200	7	March & Sept.	"
City of Portland Loan (Coupon)	1,000,000	6	Various.	N. Y., P. & Box	3d Mortgage	658,200	8	"	"
Baltimore and Ohio :					Clev., Painesville and Ashtabula :				
Maryland Sterling Bds of 1839.	8,000,000	5	Ja. Ap. Ju. Oc.	London	Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York
Mortgage Coupon	" 1853	2,000,000	6	April & Oct.	Dividend Mortgage	900,000	7	"	"
" "	" 1850	700,000	6	Jan. & July.	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York
" "	" 1855	1,128,500	6	"	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"
" "	" 1834	1,000,000	6	Ja. Ap. Ju. Oc.	4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	"
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	River Line bonds	20,000	7	"	"
Bellefontaine and Indiana :					Clev., Columbus and Cin. :				
1st Mortgage convertible	268,000	7	Jan. & July.	New York	1st Mortgage, Coupon	491,500	7	Jan. & July.	New York
1st Mortgage extended	422,000	7	"	"	Junction 1st Mortgage 1st Div.				
2d Mortgage	116,000	7	"	"	Junction 1st Mortgage 2d Div.	229,000	7	April & Oct.	New York
Income bonds	87,000				Tol. Nor. and Clev. 1st Mort.	159,000	7	June & Dec.	"
Real Estate bonds	47,650				C. and T. Dividend (convertible)	3,000	7	Feb. & Aug.	"
Belvidere Delaware :					C. and T. (S. F.) Mortgage	12,235	7	April & Oct.	New York
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York	C. and T. (S. F.) Mortgage	6,000	7	March & Sept.	"
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton	2,205,000	7	Jan. & July.	"	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	Dividend	36,860	6	June & Dec.	New York
Boston Concord and Montreal :					Mortgage	248,000			
1st Mortgage	200,000	6	Feb. & Aug.	Boston	Connecticut River :				
1st Mortgage	300,000	7	"	New York	1st Mortgage	250,000	6	March & Sept.	Boston
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston	Connecticut and Passump. Rivers :				
2d Mortgage Coupons	250,000	7	"	New York	1st Mortgage	800,000	6	June & Dec.	Boston
Sinking Fund	200,000	6	"	Boston	Cumberland Valley :				
Boston and Lowell :					1st Mortgage	161,000	8	April & Oct.	Philadelphia
Mortgage	440,000	6	Jan. & July.	Boston	2d Mortgage	109,500	8	"	"
Buffalo, New York and Erie :					Dayton and Michigan :				
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1st Mortgage	283,000	8	Jan. & July.	New York
2d Mortgage coupon	426,714	7	May & Nov.	"	2d Mortgage	2,665,000	8	"	"
Buffalo and State Line :					3d Mortgage	642,000			
1st Mortgage	500,000	7	April & Oct.	New York	Toledo depot bonds	182,500			
Income \$ in '59, \$ in '72	200,000	7	Jan. & July.	"	Dayton and Western :				
Special Erie and North-East	149,000	7	"	"	1st Mortgage	289,000	7	March & Sept.	New York
Burlington and Missouri :					2d Mortgage	250,000	7	June & Dec.	"
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York	Delaware, Lackawanna and W'N :				
Cairo and Fulton (Mo.) :					1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	Philadelphia
State (Mo.) Loan	650,000	6			1st Mortgage (E. Extension)	1,499,000	7	"	"
Camden and Amboy :					2d Mortgage	2,516,500	7	March & Sept.	"
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London	Detroit and Milwaukee :				
Converted Sterling Loan	800	5	"	"	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York
American Loan	63,000	5	"	"	2d Mortgage	1,000,000	8	"	"
Loan for \$500,000	229,700	6	"	"	3d Mortgage (convertible)	750,000	10	"	"
" \$800,000	423,680	6	"	"	4th Mortgage (G. W. R. R.)	500,000	8	"	"
" \$75,000	675,000	6	"	"	Dubuque and Sioux City :				
" \$1,700,000	1,700,000	6	"	"	1st Mortgage coupon	300,000	7	Jan. & July.	New York
" \$2,500,000	867,000	6	"	"	Dubuque Western :				
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1st Mortgage	344,000	7		
Camden and Atlantic :					Eastern (Mass.) :				
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia	2d Mortgage	500,000	6	Jan. & July.	Philadelphia
Catawissa :					3d Mortgage (convertible)	1,000,000	8	"	"
1st Mortgage	141,000	7	May & Nov.	Philadelphia	4th Mortgage	500,000	8	"	"
Oayuga and Susquehanna :					State, 1st Mortgage	970,000			
1st Mortgage	300,000	7	Jan. & July.	New York	Endorsed by State of Tennessee	150,000			
Central of New Jersey :					Mortgage (ordinary)	790,688			
1st Mortgage	1,400,000	7	Feb. & Aug.	New York	East Tennessee and Georgia :				
2d Mortgage	600,000	7	May & Nov.	"	State, 1st Mortgage	1,602,000			
Central Ohio :					Endorsed by State of Tennessee	200,000			
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville	1st Mortgage (after State)	100,000			
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	Redeemable in Stock	66,950			
2d Mortgage	800,000	7	June & Dec.	New York	Eaton and Hamilton :				
3d Mortgage (S. F.)	950,000	7	"	1861	1st Mortgage	757,734	7		
4th Mortgage (S. F.)	1,086,900	7	"	"	Erie and North-East :				
Charleston and Savannah :					Exchanged for Buff. and St. L.	142,600	7	Jan. & July.	New York
1st Mortgage (endorsed)	510,000	6			Florida :-				
2d Mortgage	1,000,000	7			Internal Improvement (State)	1,655,000	7		
Cheshire :					Free Land, 2d Mortgage	1,500,000	8		
Bonds of '55, '77, '80	600,000	6	Jan. & July.	Boston	Florida and Alabama :				
Chicago, Burlington & Quincy :					Internal Improvement (State)	7			
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York	Free Land, 2d Mortgage	7			
" " " inconvertible	1,167,000	8	"	"	Florida, Atlantic and Gulf Centr.				
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	Internal Improvement (State)	300,000	7		
3d Mortgage, inconvertible	941,000	44	July.	Frankfort o. M.	Free Land, 2d Mortgage	200,000	8		
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York	Florida, and Milwaukee :				
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	Internal Improvement (State)	1,655,000	7		
" " " Plain	6,000	8	March & Sept.	"	Free Land, 2d Mortgage	1,500,000	8		
Chicago and Alton .					Florida, and Milwaukee :				
1st Mortgage	2,400,000	7	Jan. & July.	New York	Internal Improvement (State)	7			
1st Mortgage prof. S. F.	584,000	7	April & Oct.	"	Free Land, 2d Mortgage	7			
Income Bonds	1,100,000	7	May & Nov.	"	Florida, and Milwaukee :				
Chicago and Milwaukee :					Internal Improvement (State)	7			
1st General Mort.	7	Jan. & July.	New York		Free Land, 2d Mortgage	7			
1st " " (C. & M.) conv.	7	May & Nov.	"		Florida, and Milwaukee :				
2d " " (M. & C.)	7	Jan. & July.	"		Internal Improvement (State)	7			
2d " " "	8		"		Free Land, 2d Mortgage	7			

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default of its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest			Description	Amount	Interest	Interest		
			When payable.	Where payable.	Due				When payable.	Where payable.	Due
Galena and Chicago Union:											
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York	1882 103		Memphis and Ohio:				
2d Mortgage (S. F.) Coupon	1,338,000	7	May & Nov.	" " 1875	95	State (Tenn.) Loan	\$1,840,000	6			
Elgin and State Line	189,000	7	Jan. & July	" " 1879	—	1st Mortgage Sterling	467,489	6	Jan. & July	London	1872
Great Western, Ill.:						1st Mortgage (S'g (convertible))	500,000	8	March & Sept.	"	1869
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York	1868 106	1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869
" Eastern	1,350,000	7	Feb. & Aug.	"	1865 102	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882
Hannibal and St. Joseph:						1st Mortgage (S. F.) convertible	4,330,500	8	"	"	1882
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July	New York	73-87 80	Mich. Southern and N'n Indiana:					
Land Security	3,344,600	7	April & Oct.	"	1881 93	Michigan Southern, 1st	1,000	7	May & Nov.	New York	1860
Convertible Bonds	822,000	7	Jan. & July	"	1883 100	Northern Indiana, 1st	6,000	7	Feb. & Aug.	"	1861
Harrisburg and Lancaster:						Erie and Kalamazoo	38,000	7	March & Sept.	"	1862
New Dollar Bonds	651,000	6	Jan. & July	Philadelphia	1883 100	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863
Hartford and New Haven:						Jackson Branch	77,000	7	"	"	1865
1st Mortgage	927,000	6	Feb. & Aug.	New York	1883 99	Goshen Air Line	682,000	7	"	"	1868
Housatonic:						Detroit and Toledo	734,000	7	"	"	1876
1st Mortgage	191,000	6	Jan. & July	Bridgeport	1877 —	1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1886
Houston and Texas Central:						2d General Mortgage	2,194,500	7	"	"	1877
State (1st Lien) Loan	210,000	—				*Milwaukee and Beloit:					
Mortgage	125,000	7				1st Mortgage	630,000	8			
Hudson River:						*Milwaukee and Horicon:					
1st Mortgage	4,000,000	7	Feb. & Aug.	New York	69-70 102	1st Mortgage	420,000	8			
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885 102	2d Mortgage	800,000	8			
3d Mortgage	1,340,000	7	May & Nov.	"	1875 104	Milwaukee and Prairie du Chien:	667,000	7	Jan. & July	New York	1891
Convertible	1,002,000	7	"	"	1887 95	Minneapolis and Pacific:					
Illinois Central:						Real Estate	1,200,000	7	Jan. & July		1892
Optional Eight bonds	33,000	7	Jan. & July	New York	1868 —	Mississippi Central:					
Construction	7,975,500	7	April & Oct.	London	1875 —	1st Mortgage	1,007,363	7			
Construction	2,896,500	6	"	New York	1875 112	Mississippi Central and Tenn.:					
Kedemption bonds	2,086,000	6	"	"	1890	State (Tenn.) Loan	529,000	6			
Indiana Central:						Mississippi and Missouri:					
Optional Eight bonds	33,000	7	Jan. & July	New York	1868 —	1st Mortgage (convertible)	1,000,000	7		New York	
Construction	7,975,500	7	April & Oct.	London	1875 —	2d Mortgage (S. F.)	400,000	8	"	"	
Construction	2,896,500	6	"	New York	1875 112	Oskaloosa Division	688,556	7	Jan. & July	"	1878
Income bonds	2,086,000	6	"	"	1st Land Grant	3,612,000	7	"	"	88	
Indiana Central:					2d Land Grant	691,000	6	"	"		
1st Mortgage (convertible)	600,000	7	Jan. & July	New York	1868 —	Income bonds	513,300	—			
2d Mortgage	364,000	10	"	"		Mississippi and Tennessee:					
Income	20,500	—				Tennessee State Loan	98,000	6			
Indianapolis and Cincinnati:						Mississippi State Loan	202,799	6			
1st Mortgage	500,000	7	Jan. & July	New York	1868 106	1st Mortgage	171,000	7			
2d Mortgage	400,000	7	"	"		Mobile and Ohio:					
Real Estate Mortgage	200,000	7				City (Mobile) Tax Loan	400,000	6			
Ind., Pittsburgh and Cleveland:						Tennessee State Loan	674,860	6			
1st Mortgage	650,000	7	Jan. & July	New York	1870 —	Alabama State Loan	389,410	6			
2d Mortgage	347,000	7	"	"	Income	1,508,070	8	Jan. & July	New York	1871-77	
Indianapolis and Madison:						Sterling	878,035	6			
Mortgage	640,000	7	May & Nov.	New York	1881 100	Mississippi State Loan	200,970	6			
Jeffersonville:						Montgomery and West Point:					
1st Mortgage	187,000	7	March & Sept.	New York	1861 76	Alabama State Loan	122,522	—			
2d Mortgage	392,000	7	April & Oct.	"	1873 70	Mortgage (due 1860, '63 and '65)	350,000	6			
*Kennebec and Portland:						Mortgage	450,000	8			
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston	1870 —		var.				
2d Mortgage	230,000	6	"	Augusta	1861 —		1868				
3d Mortgage	250,000	6	"	"	1862						
*Kentucky Centr. (Gov. and Lex.)						Muscoge:					
1st Mortgage	186,000	6				1st Mortgage	249,000	7			
1st Mortgage	260,000	7				Nashville and Chattanooga:					
2d Mortgage (convertible)	1,000,000	7				Mortgage (State endorsed)	1,500,000	7			
3d Mortgage	600,000	7				Chat. and Clev. Subs. (endorse)	231,000	—			
Guaranteed by Covington	200,000	6				*New Albany and Salem:					
Cincinnati (exchanged)	100,000	8				Crawfordsville	175,000	7			
Keokuk, Ft. D. Moines and Minn.:						1st Mortgage	500,000	10			
City of Keokuk, 20 years	400,000	8				1st Mortgage	500,000	10			
City of Keokuk, (special tax)	150,000	10				1st Mortgage	2,235,000	6			
Keokuk, Mt. Pleasant and Muscatine:						N. Hav., N. Lond. and Ston'gton:					
Lee County	150,000	8				1st Mortgage	450,000	7	March & Sept.	New Haven	1861
City of Keokuk	200,000	8				2d Mortgage	200,000	6	Jan. & July	"	1863
La Crosse, Viroqua & Mineral Pt.:						Extension	115,000	6	May & Nov.	"	1878
1st Mortgage	4,000,000	7	June & Dec.	New York	1883 —	New Haven and Northampton:					
Lehigh Valley:						1st Mortgage	500,000	7	Jan. & July	New Haven	1869
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia	1873 93	1st Mortgage (H & Hamp.)	103,000	6			
La Crosse and Milwaukee:						New Jersey:					
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee	—	Company's (various)	642,500	—	Semi-annually	New York	var.
2d Mortgage (Eastern Div.)	1,000,000	7				New London Northern:					
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July	New York	—	1st Mortgage	51,000	7	Jan. & July	New London	1871
2d Land Grant (Western Div.)	353,600	7	"	"		N. Or'ns, Jackson and Gt. North:					
3d Mortgage (whole road)	1,700,000	7				State (Miss.) Loan	255,000	5			
Unsecured Bonds	1,785,000	7				1st Mortgage Coupon	2,665,000	8	Jan. & July	New York	1886
Lexington and Frankfort:											
Mortgage, due 1864, '69 and '74	106,000	6				D'Bts of former Co's outat'ding	6,917,598	6	May & Nov.	New York	1883
Little Miami:						Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York	1883 100	Exchanged S'ts (S. F.) F'ds	663,000	6	March & Sept.	"	108
Long Island:						" (" B. & N. F.	78,000	6	"	"	96
State Loan (S. F.)	100,000	5	Jan. & July	New York	1876 —	Real Estate (S. F.) Bonds	165,000	6	"	"	1883
2d Mortgage	500,000	6	Jan. & July	New York	1870 85	Real Estate Bonds & Mortgages	190,273	7	var.	"	90
Extension Bonds	175,000	7	May & Nov.	"		Bonds of Aug. 1859, Convertible	45,550	6	"	"	1883
Long Dock Co.:						Bonds of Oct. 1863, (S. F.)	604,000	7	Feb. & Aug.	"	1876
Mortgage Bonds	2,007,000	7	June & Dec.	New York	1882 110	Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	102
Louisville and Frankfort:						New York and Erie:					
Louisville Loan	100,000	—	Jan. & July	New York	1881 —	1st Mortgage	3,000,000	7	May & Nov.	New York	1887
1st Mortgage	201,000	—	"	"		2d Mortgage	4,000,000	7	March & Sept.	"	1879
Louisville and Nashville:						3d Mortgage	6,000,000	7	"	"	103
State (Tenn.), 1st Lien	560,500	6	Jan. & July	New York	1888-92	4th Mortgage	3,634,000	7	April & Oct.	"	1880
1st Mortgage	1,804,000	7	Feb. & Aug.	"		5th Mortgage	1,002,500	7	June & Dec.	"	1882
Lebanon Branch 1st Mortgage	41,000	7				Buffalo Branch	186,400	7	Jan. & July	"	1891
Memphis Branch 1st Mortgage	300,000	7				New York and Harlem:					
McMinnville and Manchester:						1st Mortgage	3,000,000	7	May & Nov.	New York	1878
State (Tenn.)	372,000	6				2d Mortgage	4,000,000	7	March & Sept.	"	102
Mortgage	24,000	7				3d Mortgage	6,000,000	7	"	"	99
Mortgage	10,000	6				4th Mortgage	3,634,000	7	April & Oct.	"	95
Marietta and Cincinnati:						5th Mortgage	1,002,500	7	June & Dec.	"	93
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York	1891 87	Buffalo Branch	186,400	7	Jan. & July	"	1891
1st Mortgage sterling	1,000,000	7	"	"		New York and Harlem:					
Soloto & Hocking Val.R. R. short.	300,000	—				1st Mortgage	3,000,000	7	May & Nov.	New York	1878
Memphis and Charleston:						2d Mortgage	4,000,000	7	March & Sept.	"	102
State (Tenn.) Loan	1,100,000	6				3d Mortgage	6,000,000	7	"	"	97
1st Mortgage	1,600,000	7				New York and New Haven:					
Memphis, Clarkesv. and Louisv.:						Plain Bonds, Coupon	912,000	7	June & Dec.	New York	1882
State (Tenn.) Loan	910,000	6				Mortgage Bonds Coupon	1,083,000	6	April & Oct.	"	107

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.		
			When payable.	Where payable.	Due				When payable.	Where payable.	Due
N. York, Providence and Boston:						Racine and Mississippi:					
1st Mortgage	\$247,000	6 Feb. & Aug.	New York	73-78	—	1st Mortgage (Eastern Division)	\$650,000	6		New York	1875
North Carolina:						1st Mortgage (West'rn Division)	757,000	6		"	35
State Loan	3,000,000	6				Raleigh and Gaston:					1862
North-Eastern (S. C.):						Coupon	100,000				
1st Mortgage	700,000					Richmond and Danville:					
2d Mortgage	224,500					State (Va.) Loan (34 years)	600,000	6 Feb. & Aug.	New York	1875	
Northern Central:						Guaranteed by State	200,000	7 April & Oct.	Richmond	var.	
Balt. and Susq. R. R. (Coupons)	150,000	6 Ja. Ap. Ju.Oc.	Baltimore	1866	—	Mortgage (Coupon)	250,000	7 Feb. & Aug.	"	1875	
Md. State Loan (Irredeemable)	1,500,000	6	"			Richmond, Fred. and Potomac:	324,000	6			
York and Cumberland 1st Mort.	175,000	6 May & Nov.		1870	102	Sterling (£67,000)					1860
York and Cumberland 2d Mort.	25,000	6 Jan. & July.		1871		Richmond and Petersburg:					
Y. and C. guar. by Balt. 3d Mort.	500,000	6 " "		1877	95	Coupon	159,000				1875
Construction, 2d Mort.	2,500,000	6 Jan. & July.		1885	86	Butland and Burlington:					
Debt to city of Baltimore	850,000	6 "				1st Mortgage	1,800,000	7 Feb. & Aug.	Boston	1863	
Northern (Ogdensburg):						2d Mortgage	937,500	7 "	"	1863	
1st Mortgage	1,500,000	7 April & Oct.	New York	1859	92	3d Mortgage	440,000	7 "	"	1863	
2d Mortgage	3,077,000	7 " "	"	1861	33½	Sacramento Valley:					
North Missouri:						1st Mortgage	400,000	10 Jan. & July.	New York	1875	
State Loan (30 years)	4,350,000	6 Jan. & July.	New York	72-87	95	2d Mortgage	329,000	10 Feb. & Aug.	San Francisco	1881	
North Pennsylvania:						Sandusky, Dayton and Cincinnati:					
Mortgage	2,500,000	6 April & Oct.	Philadelphia	1875	854	1st Mortgage	812,000	7 Feb. & Aug.		1890	
Chattel Mortgage	380,000	10 " "	"	1887	108	2d Mortgage	185,000	7 "		1866	
Northern (N. H.):						3d Mortgage	318,500	7 "		1875	
Bonds due 1864 and 1874	230,700	6 April & Oct.	Boston	74-74	92	Six per cents	113,228	6		1878	
Brown and Worcester:						Sandusky, Mansfield and Newark:					
Mass. State Loan	400,000	6 Jan. & July.	Boston	1877	—	1st Mortgage	1,290,000	7 Jan. & July.	New York	1866	
Bonds for Dividend Scrip	100,000	7 " "	New York	74-74	—	Saratoga and Whitehall:					
Steamboat Bonds	200,000	7 Feb. & Aug.	"	73-70	—	1st Mortgage	250,000	7 April & Oct.	New York	1858	
Ohio and Mississippi (O. and Ind.):						1st Mortgage (R. and W. Br.)	100,000	7 March & Sept.	"	1866	
1st Mortgage	2,050,000	7 Jan. & July.	New York	1872	96	Seaboard and Roanoke:					
2d Mortgage	258,000	7 April & Oct.	"	1880	—	1st Mortgage	300,000	7		1880	
Construction	4,424,000	7 March & Sept.	"	1876	17	3d Mortgage	75,000	7		1870	
Income	3,220,000	7 May & Nov.	"	1881	—	South Carolina:					
Orange and Alexandria:						State Loan	187,000	5		1868	
1st Mortgage	400,000	6 May & Nov.	New York	1866	—	Sterling	183,333	6		1863	
2d Mortgage or 1st Extension	1,200,000	6 Jan. & July.	"	1875	—	Sterling	2,000,000	5	London	1866	
2d Extension	600,000	8 May & Nov.	"	1873	—	Southern Mississippi:					
Pacific (Mo.):						1st Mortgage	500,000				
State (Mo.) Loan	7,000,000	6 Jan. & July.	New York	71-87	72½	South-Western (Ga.):					
State Loan (S. W. Branch)	1,268,000	6 " "	"	73-79	—	1st Mortgage	631,000				1875
Construction	8,236,000	7 " "	"	—		*Springfield, Mt. Vern. and Pittab.					
Panama:						1st Mortgage	500,000				
1st Mortgage Sterling	1,250,000	7 April & Oct.	London	1865	100	*Steubenv. and Ind. (P. C. and C.):					
2d Mortgage Sterling	1,150,000	7 Feb. & Aug.	"	1872	—	1st Mortgage	1,500,000	7 Jan. & July.	Philadelphia	1870	
Pennsylvania:						2d Mortgage	900,000	7 " "	"	1865	
1st Mortgage	4,980,000	6 Jan. & July.	Philadelphia	1880	104	St. Louis and Iron Mountain:					
2d Mortgage	2,621,000	6 April & Oct.	"	1875	101	State (Mo.) Aid	3,501,000	6	New York	90	
2d Mortgage Sterling	2,283,840	6 " "	London	1875	—	St. Louis City Subscription	500,000				
State Works Bonds	6,800,000	5 Jan. & July.	Harrisburg	1894	105	St. Louis County Subscription	1,000,000				
Mortgage and ground rents	144,284					Sunbury and Erie:					
Penobscot and Kennebec:						1st Mort. (Sunbury to W'msp't)	1,000,000	7 April & Oct.	Philadelphia	1877	
Bangor City 1st Mortg. (Coupon)	780,000	6 April & Oct.	Boston	74-75	—	Mortgage (half to State)	7,000,000	5 Jan. & July.	"	1877-78	
2d Mortgage (Coupon)	277,000	6 Feb. & Aug.	Bangor	1876	—	Syracuse, Binghamton and N. Y.:					
3d Mortgage (Coupon)	156,600	6 March & Sept.	"	1871	—	1st Mortgage Coupon	1,400,000	7 April & Oct.	New York	1876	
Peoria and Oquawka:						St. Louis, Alton & Terre Haute:					
1st Mortg. (W. Ext.) convertible	500,000	8 May & Nov.	New York	1862	—	1st Mortgage (series A)	1,100,000	7 Jan. & July.	New York	1894	
1st Mortg. (E. Ext.) convertible	500,000	8 June & Dec.	"	1873	—	(series B)	1,100,000	7 April & Oct.	"	1894	
Peterb'g and Lynchb'g (S. Side):						2d " pref. (series C)	1,400,000	7 Feb. & Aug.	"	1894	
State (Va.) Loan (S. F.):						" " (series D)	1,400,000	7 May & Nov.	"	1894	
1st Mortgage (1859-'70-'75)	800,000	7				Income (series E)	1,700,000	7	"	71	
2d Mortgage (1862-'70-'72)	365,000	6				Toledo, Peoria & Warsaw:					
Special Mortgage (1865-'68)	378,000	6				1st Mortgage	1,391,000	7 June & Dec.	New York		
Last Mortgage (1861 to 1869)	175,000	6				Terre Haute and Richmond:					
Phil., German'n and Norrist'n:						1st Mortgage (convertible)	94,000	7 March & Sept.	New York		
Consolidated Loan	119,800	6 Jan. & July.	Philadelphia	1865	105	Toledo and Wabash:					
Convertible Loan	292,500	6 " "	"	1885	119	1st M. (Toledo and Wabash)	900,000	7 Feb. & Aug.	New York	1865	
Philadelphia and Reading:						1st M. (L. E. Wab. and St. Louis)	2,500,000	7 May & Nov.	"	1865	
Bonds of 1836, (nonconvertible)						2d M. (Toledo and Wabash)	1,000,000	7 " "	"	1878	
" 1840,	408,000	5 Jan. & July.	Philadelphia	1867	—	Sinking Fund Bonds	182,355	7	"	1878	
" 1841,	182,400	6 " "	"	1880	—	Equipment bonds	600,000	7			
" 1842,	2,856,000	6 April & Oct.	"	1870	95	*Vermont Central:					
" 1843,	106,000	6 Jan. & July.	"	1871	96	1st Mortgage Coupon	2,000,000	7 May & Nov.	Boston	1861	
" 1844,	1,525,800	6 " "	"	1880	96	2d Mortgage Coupon	1,135,000	7 Jan. & July.	"	1867	
" 1845,	804,000	6 " "	"	1880	96	Virginia Central:					
" 1846,	101,000	6 " "	"	1880	96	Mort. guaranteed by State of Va.	100,000	6 Jan. & July.	Richmond	1880	
" 1847,	67,000	6 " "	"	1880	96	Mortgage (coupons)	198,000	5 " "	Richmond & St. Louis	1872	
" 1848,	564,000	6 " "	"	1886	110	Mortgage (coupons)	926,000	6 " "	New York	1884	
" 1849,	60,000	7 " "	"	1886	—	Virginia and Tennessee:					
" 1850,	596,579					State (Va.) Loan	1,000,000	6 Jan. & July.	Richmond	1887	
Bonds and mort. on Real Estate						1st Mortgage	500,000	6 " "	"	1872	
Phil., Wilmington and Baltimore:						2d or Enlarged Mortgage	1,000,000	6 " "	"	1884	
Mortgage Loan	812,000	6 Jan. & July.	Philadelphia	1884	—	Salt Works Br. Mort. due '58-'61	203,000	6 " "	Lynchburg	var.	
Pittsburg and Connellsville:						Western (Mass.):					
1st Mortgage (Turtle Cr. Div.):						1st Mortgage	600,000	7 Feb. & Aug.	New York	1875	
Pittsburg, Ft. Wayne and Chicago:						Warwick Valley, N. Y.:					
1st Mortgage (series A):						1st Mortgage	60,000	7 April & Oct.	New York	1880	
" (series B):	875,000	7 Jan. & July.	New York	1912	104	" "	25,000	7 Jan. & July.	Chester	1871	
" (series C):	875,000	7 Feb. & Aug.	"	1912	11	Watertown and Rome:					
" (series D):	875,000	7 Mar. & Sept.	"	1912	11	Mortgage (new bonds)	800,000	7 March & Sept.	New York	1880	
" (series E):	875,000	7 April & Oct.	"	1912	11	Western (Mass.):					
" (series F):	875,000	7 May & Nov.	"	1912	11	Sterling (£390,000)	4,319,520	5 April & Oct.	London	1888-71	
" (series G):	875,000	7 Jun. & Dec.	"	1912	11	Dollar Bonds	850,000	6 " "	Boston	1875	
" (series H):	860,000	7 Jan. & July.	"	1912	11	Albany City Bonds	1,000,000	6 Jan. & July.	"	1866-76	
" (series I):	860,000	7 Feb. & Aug.	"	1912	11	Hudson & Boston R. R. Loan	150,000	6 June & Dec.	"	dem.	
" (series K):	860,000	7 Mar. & Sept.	"	1912	11	Elmira and Williamsport:					
" (series L):	860,000	7 April & Oct.	"	1912	11	1st Mortgage	1,000,000	7 Jan. & July.	Philadelphia	1880	
" (series M):	860,000	7 May & Nov.	"	1912	11	1st Mortgage	596,000	7 May & Nov.	New York	1866	
" (series N):	860,000	7 June & Dec.	"	1912	11	2d Mortgage	200,000	7 " "	"	1872	
Bridge Bonds	2,000,000	7 April.	"	1912	81	Wilmington and Weldon:					
Chicago Jepot Bonds	187,500	7 May & Nov.	Philadelphia	1876	—	Mortgage, payable in England	443,555	6 Jan. & July.	London	1863	
Pittsburg and Steubenville:						Sterling, issued in 1858	144,500	6 " "	"	1863	
Mortgage	800,000	7 Feb. & Aug.	New York	1885	—	Company's endorsed by State.	150,000	6 " "	"	1872	
Potdam and Watertown:											
1st Mortgage	1,000,000	7 June & Dec.	New York	74-74	—						
Quincy and Chicago											
1st Mortgage	1,230,000			1873	—						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italics."

Year ending.	Railroad.		Equipment.						Abstract of Balance Sheet.										Earnings.			Price of		
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.		Road in progress or projected.		Cars.		Companies.		Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Dividends.			
			M.	M.	M.	M.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total incl. all other assets and liabilities.	M.	M.	Gross.	Dividends, Net.			
30 Jun. '60	65.0	—	50.6	—	—	—	—	—	Alabama and Florida	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—		
28 Feb. '59	30.3	—	58.1	2	2	19	—	—	Alabama and Mississippi	461,505	20,901	—	335,010	109,500	21,032	518,965	30.3	—	55,791	31,352	—	—		
31 May '60	109.6	—	57.5	11	9	102	—	—	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	—	207,626	111,232	—	—		
20 Jul. '59	57.0	—	171.3	40	28	502	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	—	236,791	76,773	21,006	—		
1 May. '61	469.3	13.5	49.4	—	—	—	—	—	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	1,402,868	695,370	—	—		
29 Feb. '60	88.5	28.4	—	—	23	14	283	—	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	28,579	2,582,506	116.9	—	505,156	260,269	6	—		
3 Nov. '58	38.5	—	—	107.5	—	—	—	—	ARKANSAS.	553,877	*	—	—	—	—	—	—	—	—	—	—	—	—	
30 Dec. '60	22.5	—	—	—	—	—	—	—	Memphis and Little Rock	—	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	CALIFORNIA.	1,493,850	*	—	793,850	700,000	—	—	1,493,850	22.5	—	230,251	104,894	—	—	
31 July '64	23.8	—	1.9	4	5	47	—	—	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	—	23.8	53,825	89,470	46,029	7	—		
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	—	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,087,940	1,986,740	—	—	122.4	317,844	517,808	134,509	—	—		
31 Aug. '64	61.6	11.2	66.2	22	37	321	—	—	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	92,000	—	4,280,209	72.8	468,245	1,282,307	885,219	17	217		
31 Dec. '64	74.0	—	8.9	10	12	272	—	—	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,655,438	124.0	208,329	428,618	150,702	—	—		
31 Dec. '64	57.0	—	1.8	8	11	184	—	—	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	—	62.0	145,65	360,187	140,391	16	—		
28 Feb. '66	50.0	—	2.6	8	10	30	—	—	N. Haven, N. London and Ston.	1,454,040	*	—	738,638	766,000	—	—	62.0	161,182	274,587	loss.	117	—		
30 Nov. '64	84.8	8.8	9.3	3	2	—	—	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	—	—	49,663	197,387	85,946	84	—		
31 Dec. '64	66.0	—	5.9	8	12	84	—	—	New London Northern	724,836	—	—	658,805	51,000	—	—	—	211,886	216,672	54,209	8	85		
31 Mar. '65	61.3	1.0	63.8	29	75	405	—	—	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	—	—	6,810,340	117.4	652,756	1,847,291	622,596	9	118
30 Nov. '64	59.4	7.0	8.2	18	17	392	—	—	Norwich and Worcester	2,463,953	149,711	—	2,333,600	607,000	10,962	—	64.4	344,463	631,728	244,471	78	98		
—	—	—	—	—	—	—	—	—	DELAWARE.	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	—	186,631	188,970	41,466	—		
31 Oct. '60	62.2	16.2	—	—	—	—	—	—	Newcastle and Franchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	—	27,283	10,290	9	—	
—	62	154.2	—	150	—	—	—	—	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	—	Florida and Alabama	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	—	7,857	3,535	—	—	
—	62	59.9	—	5.0	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	62	100.0	8.9	10.0	183.5	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Jun. '60	86.7	—	—	16	7	124	—	—	GEORGIA.	1,192,389	*	—	—	1,250,000	128,000	—	1,597,385	86.7	—	418,036	266,827	8	125	
—	62	92.6	8.7	70.9	—	—	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	168,988	95,612	—	—	
31 Dec. '60	53.0	—	—	—	—	—	—	—	Atlantic and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	—	—	—	—	—	
30 Apr. '60	43.5	—	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—	—	
30 Nov. '60	191.0	—	—	63	62	697	—	—	Central of Georgia (and Bank)	4,366,300	—	—	4,386,800	—	—	—	6,590,173	229.0	879,468	1,715,026	764,574	10	—	
31 Mar. '60	171.0	61.0	—	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	—	1,003,650	4,156,000	312,500	—	8,123,543	232.0	1,159,188	528,048	8	100		
30 Nov. '60	102.5	—	—	19	16	171	—	—	Macon and Western	1,500,000	*	—	1,500,000	12,295	—	1,656,976	102.5	226,241	404,618	212,676	19	72		
31 July '59	50.0	—	—	7	2	107	—	—	Muscogee	774,244	162,534	—	669,950	249,000	—	—	1,026,865	50.0	—	202,714	110,516	8	—	
1 May. '58	68.1	—	—	3	4	23	—	—	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—	
31 July '60	106.1	100.8	—	18.2	22	201	—	—	South Western	2,770,000	—	—	2,921,900	396,500	19,913	8,822,913	228.8	—	—	388,853	13	—	—	
30 Sep. '59	188.0	—	—	52	24	705	—	—	Western and Atlantic	5,901,497	*	—	—	—	—	—	—	138.9	—	—	832,343	454,541	—	—
31 Dec. '60	220.0	—	49	32	939	—	—	—	ILLINOIS.	8,308,919	*	—	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7	95	
30 Apr. '60	317.0	83.0	47.0	105	46	1,995	—	—	Chicago, Burlington and Quincy	12,537,020	2,518,235	—	8,376,510	5,924,968	16,464,255	400.0	1,963,105	5,728,273	20	113	—	—		
1 Apr. '68	242.0	—	20.0	36	28	705	—	—	Chicago and Northwestern	12,325,889	510,983	—	8,731,316	8,336,000	226,641	—	13,147,136	242.0	—	1,083,064	448,603	29	—	
31 Mar. '68	181.8	—	—	59	69	1,196	—	—	Chicago and Rock Island	7,904,923	*	—	500,000	6,000,000	1,450,500	—	9,484,582	229.0	1,212,654	3,369,391	1,891,706	6	110	
31 Dec. '68	121.0	188.7	50.0	74	81	1,459	—	—	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	10,952,115	341.7	1,484,066	2,201,481	1,279,404	6	65			
31 May. '68	174.8	5.8	14.3	21	22	504	—	—	Great Western	4,039,561	*	—	1,648,561	2,350,000	4,214,342	180.0	—	742,997	377,476	—	—			
31 Dec. '68	464.8	252.5	—	126	78	3,327	—	—	Illinois Central	29,675,410	—	—	20,808,100	13,282,000	—	—	38,080,110	708.8	3,380,850	6,329,447	2,463,194	8	124	
31 Dec. '68	195.0	14	12.2	42	28	955	—	—	Toledo, Peoria & Warsaw	3,880,965	464,000	—	2,958,955	1,391,000	4,000,000	4,000,000	—	4,844,965	11.0	499,874	210,960	—	—	
31 Dec. '68	108.0	—	—	—	—</																			

AMERICAN RAILROAD BOND LIST.

^{*)} signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "G. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest.				Price	Description	Amount	Interest.			
		When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price
N. York, Providence and Boston:												
1st Mortgage	\$247,000	6	Feb. & Aug.	New York	73-78		Racine and Mississippi:	\$680,000	8			
North Carolina:							1st Mortgage (Eastern Division)	757,000	8			
State Loan	3,000,000	6					1st Mortgage (West'n Division)					
North-Eastern (S. C.):							Raleigh and Gaston:	100,000				
1st Mortgage	700,000						Coupon					
2d Mortgage	224,500						Richmond and Danville:					
Northern Central:							State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju.Oo.	Baltimore	1866		Guaranteed by State	200,000	7	April & Oct.	Richmond	1875
Md. State Loan (Irredeemable)	1,500,000	6	"	"			Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Richmond, Fred. and Potomac:					
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Sterling (\$27,000.)	324,000	6			
Y. and C. Guar. by Balt. 2d Mort.	500,000	6	"	"	1877	95	Richmond and Petersburg:					
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	Coupon	159,000				
Debt to city of Baltimore	850,000		"				Rutland and Burlington:					
Northern (Ogdensburg):							1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863
1st Mortgage	1,500,000	7	April & Oct.	New York	1859	92	2d Mortgage	937,500	7	"	"	1863
2d Mortgage	3,077,000	7	"	"	1861	334	3d Mortgage	440,000	7	"	"	1863
North Missouri:							Sacramento Valley:					
State Loan (30 years):							1st Mortgage	400,000	10	Jan. & July.	New York	1875
North Pennsylvania:							2d Mortgage	329,000	7	Feb. & Aug.	San Francisco	1881
Mortgage	4,350,000	6	Jan. & July.	New York	172-177	95	3d Mortgage	812,000	7	Feb. & Aug.		
Chatell Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	85	Six per cent	185,000	7	Feb. & Aug.		
Northern (N. H.):							Sand'sky, Mansfield and N'wark:	1,290,000	7	Jan. & July.	New York	1866
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	'64-'74	92	1st Mortgage					
Norwich and Worcester:							Saratoga and Whitehall:	250,000	7	April & Oct.	New York	1858
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877		1st Mortgage	100,000	7	March & Sept.	"	1866
Bonds for Dividend Scrip	100,000	7	"	New York	'64-'74		Seaboard and Roanoke:	800,000	7			
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	75,000	7			
Ohio and Mississippi (O. and Ind.):							3d Mortgage	500,000	7			
1st Mortgage	2,050,000	7	Jan. & July.	New York	1872	96	South Carolina:					
2d Mortgage	258,000	7	April & Oct.	"	1880		State Loan	187,000	5			
Construction	4,242,000	7	March & Sept.	"	1876	17	Sterling	183,333	6			
Income	3,220,000	7	May & Nov.	"	1881		Sterling	2,000,000	5			
Orange and Alexandria:							Southern Mississippi:	500,000				
1st Mortgage	400,000	6	May & Nov.	New York	1886		South-Western (Ga.):					
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	631,000				
2d Extension	600,000	8	May & Nov.	"	1873		*Springfield, Mt. Vern. and Pittab.:	500,000				
Pacific (Mo.):							1st Mortgage					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	72	*Steubenv. and Ind. (P. C. and C.):	1,500,000	7	Jan. & July.	Philadelphia	1870
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89		1st Mortgage	900,000	7	"	"	1865
Construction	3,235,000	7	"	"			St. Louis and Iron Mountain:					
Panama:							State (Mo.) Aid	3,501,000	6			
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	100	St. Louis City Subscription					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		St. Louis County Subscription	1,000,000				
Pennsylvania:							Sunbury and Erie:					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	104	1st Mort. (Sunbury to W'msp't) Mortgage (half to State):	1,000,000	7	April & Oct.	Philadelphia	1877
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101	7,000,000	5	Jan. & July.	"	75-75	
2d Mortgage Sterling	2,282,840	6	"	London	1875		Syracuse, Binghamton and N. Y.:					
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg	1894	105	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876
Mortgage and ground rents	144,284						St. Louis, Alton & Terre Haute:					
Penobscot and Kennebec:							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston	'74-'75		" (series B)	1,100,000	7	April & Oct.	"	86
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1876		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	76
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		" " (series D)	1,400,000	7	May & Nov.	"	1894
Peoria and Oquawka:							" Income (series E)	1,700,000	7	" "	"	71
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862		Toledo, Peoria & Warsaw:					
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		1st Mortgage	1,891,000	7	June & Dec.	New York	---
Petersburg and Lynchburg (S. Side):							Terre Haute and Richmond:					
State (Va.) Loan (S. F.):	800,000	7					1st Mortgage (convertible)	94,000	7	March & Sept.	New York	1866
1st Mortgage (1862-'70-'75)	365,000	6					1st Mort. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865
2d Mortgage (1862-'70-'72)	378,000	6					1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	88
Special Mortgage (1865-'68)	175,000	6					2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	77
Last Mortgage (1861 to 1869)	183,500	8					Sinking Fund Bonds	152,255				
Phila, German'tn and Norris'n:							Equipment bonds	600,000	7			
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1865	106	*Vermont Central:					
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861
Philadelphia and Reading:							2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	32
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		Virginia Central:					
" 1836	182,400	5	"	"	1880		Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880
" 1849	181,000	5	"	"		Mortgage (coupons)	188,000	5	"	"	1872	
" 1861	2,866,600	6	April & Oct.	"	1870		Mortgage (coupons)	226,000	6	"	Rich'dm'd & Lynchburg:	1872
" 1843	106,000	6	Jan. & July.	"	1871			1,000,000	6	"	1884	
" 1844	1,525,800	6	"	"	1890		Virginia and Tennessee:					
" 1845	804,000	6	"	"	1890	98	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887
" 1846	101,000	6	"	"	1890	98	1st Mortgage	500,000	6	"	New York	1872
" 1847	67,000	6	"	"	1890	98	2d Mortgage	1,000,000	6	"	"	1884
" 1857	584,000	6	"	"	1890	110						
" 1866	60,000	7	"	"	1890		Virginia and Tennessee:					
Bonds and mort. on Real Estate	596,579						State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887
Phila, Wilmington and Baltimore:							1st Mortgage	500,000	6	"	New York	1872
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia	1884		2d Mortgage	1,000,000	6	"	"	1884
Pittsburg and Connellsville:												
1st Mortgage (Turtle Cr. Div.):	400,000	6	Feb. & Aug.	New York	1889	74	Warwick Valley, N. Y.:					
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	60,000	7	April & Oct.	New York	1880
1st Mortgage (series A):	875,000	7	Jan. & July.	New York	1912	104	" "	25,000	7	Jan. & July.	Chester	70
" (series B)	875,000	7	Feb. & Aug.	"	1912	104	1st Mortgage	60,000	7	April & Oct.	New York	1871
" (series C)	875,000	7	Mar. & Sept.	"	1912	104	" "	25,000	7	Jan. & July.	"	
" (series D)	875,000	7	April & Oct.	"	1912	104	1st Mortgage	60,000	7	April & Oct.	New York	1871
" (series E)	875,000	7	May & Nov.	"	1912	104	" "	25,000	7	Jan. & July.	Chester	70
" (series F)	875,000	7	Jun. & Dec.	"	1912	104	1st Mortgage	60,000	7	April & Oct.	New York	1871
" (series G)	866,000	7	Jan. & July.	"	1912	95	Watertown and Rome:					
" (series H)	860,000	7	Feb. & Aug.	"	1912	95	Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880
" (series I)	860,000	7	Mar. & Sept.	"	1912	95	Western (Mass.):					
" (series K)	860,000	7	April & Oct.	"	1912	95	Sterling (\$289,900.)	4,318,520	5	April & Oct.	London	'68-71
" (series L)	860,000	7	May & Nov.	"	1912	95	Dollar Bonds	850,000	6	"	Boston	1875
" (series M)	860,000	7	June & Dec.	"	1912	95	Albany City Bonds	1,000,000	6	Jan. & July.	"	96-97
3d	2,000,000	7	April	"	1912	81	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	dem.	
Bridge Bonds	187,500	7	May & Nov.	Philadelphia	1876		Elmira and Williamsport:					
Chicago Deposit Bonds	59,500	6	May & Nov.	Chicago	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1890
Pittsburg and Steubenville:							Wilmington and Manchester:					
Potatam and Watertown:							1st Mortgage	596,000	7	May & Nov.	New York	1866
1st Mortgage	1,000,000	7	June & Dec.	New York	64-'74		2d Mortgage	200,000	7	"	"	1872
Quincy and Chicago							Wilmington and Weldon:					
1st Mortgage	1,220,000	7					Mortgage, payable in England	443,555	6	Jan. & July.	London	1863
Philadelphia and Reading:							Sterling, issued in 1858	144,500	6	"	"	1868
and Mortg. in S. C.:							1st Mortgage	1,220,000	7	Jan. & July.	London	1873

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.		Equipment.										Abstract of Balance Sheet.										Earnings.										
			Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.		Cars.		Companies.		Property and Assets.				Liabilities.				Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends.		Price of		
		M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	M.	M.	Gross.	Net.	p. c.							
30 Jun. '60	65.0	—	—	50.6	—	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	101,102	37,866	—	—	—	—					
28 Feb. '59	30.3	—	—	58.1	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55,791	51,852	—	—	—	—					
31 May '60	109.6	—	—	57.8	11	9	102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	207,626	111,232	—	—	—	—					
30 Jun. '59	57.0	—	—	171.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	76,773	21,006	—	—	—	—					
1 May. '61	469.8	13.5	—	49.4	40	28	502	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,402,858	695,370	—	—	—	—					
29 Feb. '60	88.5	23.4	—	—	23	14	283	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	505,156	280,269	6	—	—	—					
3 Nov. '58	38.5	—	—	107.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Dec. '60	22.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	230,251	104,594	—	—	—	—					
31 July '64	23.8	—	1.9	—	4	5	47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22.8	53,325	89,470	46,029	7	—					
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	122.4	317,844	517,808	134,509	—	—					
31 Aug. '64	61.6	11.2	66.2	—	22	37	321	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,280,209	72.8	455,245	1,232,307	886,219	17	217				
31 Dec. '64	74.0	—	8.9	—	10	12	272	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	124.0	203,329	425,158	150,702	—	—					
31 Dec. '64	57.0	—	1.3	—	8	11	184	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	62.0	145,65	360,167	140,391	16	—					
28 Feb. '64	50.0	—	2.6	—	8	10	36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	62.0	161,182	274,587	loss	—	—					
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	49,863	197,587	85,948	34	—	—					
31 Dec. '64	66.0	—	5.9	—	8	12	84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	810,982	66.0	211,836	270,672	54,209	8	85				
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,810,340	117.4	652,755	1,847,291	622,566	9	118				
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	344,463	831,728	244,471	74	98	—					
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27,283	10,290	9	—	—	—					
— '62	154.2	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	191,485	185,000	75,894	619,112	32.0	—	—				
— '62	59.9	—	5.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
— '62	100.0	3.9	10.0	153.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29.4	—	—	—	—	—					
31 Dec. '60	66.7	—	—	16	7	124	Atlanta and West Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,507,385	86.7	418,036	265,827	8	125					
— '62	92.6	—	8.7	70.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30.0	—	—	—	—	—					
31 Dec. '60	53.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53.0	—	—	—	—	—					
30 Apr. '60	45.5	—	23.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '60	191.0	—	53	62	697	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,366,800	312,500	870,468	1,715,025	764,574	10	—				
31 Mar. '60	171.0	61.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,156,000	1,205,000	12,295	1,150,188	528,045	5	100				
30 Nov. '60	102.5	—	—	19	16	171	Macon and Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,295	1,658,976	102,261	240,618	121,676	19	72				
31 July '59	50.0	—	7	2	107	Muscogee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	774,244	162,534	24,000	1,026,865	50.0	—	—				
1 May. '58	68.1	—	3	4	33	Savannah, Albany and Gulf	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,275,901	10,200	180,621	1,473,140	71,616	8	—				
31 July '60	106.1	100.8	16.2	18.2	18	22	201	South Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,770,425	2,921,900	88,500	8,822,913	228.8	—	—				
30 Sep. '59	138.0	—	—	52	24	705	Western and Atlantic	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,901,497	1,931,000	83,000	1,931,000	138.0	—	—				
31 Dec. '64	220.0	—	—	49	52	939	Chicago and Alton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	650,100	4,205,300	4,054,000	9,896,595	281.0	1,104,197	270,454	1,273,518	71	954	
30 Apr. '60	83.0	47.0	105	46	19.6	196	Chicago, Burlington and Quincy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,537,020	17,812,233	8,376,510	5,924,969	16,464,265	400,000	1,963,108	5,728,910	2,752,728	20	113
1 Apr. '63	242.0	—	29.0	36	23	705	Chicago and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,325,889	510,983	3,731,316	8,385,000	226,641	13,147,136	242.0	1,083,684	448,603	—	—
31 Mar. '65	181.8	—	59	69	19.6	196	Chicago and Rock Island	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,804,923	—	4,484,582	228.4	1,212,654	335,391	891,706	6	110		
31 Dec. '63	121.0	138.7	50.0	74	81	145.9	Galena and Chicago Union	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,040,164	1,366,988	525,451	6,028,400	10,952,115	341.7	1,484,066	2,201,481	1,279,405	6	654
31 May. '65	174.5	5.4	14.3	21	22	204	Great Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,039,561	—	1,648,561	2,350,000	4,214,342	320.0	742,097	377,476	—	—	—
31 Dec. '64	448.8	262.5	126	78	327	322	Illinois Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20,967,140	3,222,000	6,000,000	20,900,000	38,080,110	708.3	8,386,550	6,229,447	2,463,194	8	124
31 Jun. '65	111.0	—	14.0	16	14	44	Toledo, Peoria & Warsaw	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,880,955	464,000	2,944,965	111.0	498,874	210,950	—	—	—		
31 Dec. '64	195.0	14	12.2	42	28	440	St. Louis, Alton & Terre Haute	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,700,000	4,000,000	6,700,000	10,700,000	20.9	2,084,074	503,767	—	—	—	
31 Aug. '57	108.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '62	72.4	—	19	17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,233,413	—	2,750	—	—	—	246,867	119,342	—	—	—
31 Dec. '62	88.8	20.2	—	23	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,667,000	274,081	20,641	1,219,100	2,102,761	109.0	—	—	—	—	
31 Dec. '64	84.0	—	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '64	82.0	46.0	11.0	15	14																												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.										Earnings.					
	Main Line.		Lateral and Branch Lines.		Road in progress or projected.		Cars.		Companies		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Dividends.			
	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	Rolling-Stock	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Gross.	Net.	Price of shares.	
MAINE.																				
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	9,838,475	149.0	oper. by Gd. Tk.	91,487	45	
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,257,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	
31 May. '63	99.7	9.5	—	—	13	20	231	Maine Central	4,211,378	*	—	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028
31 May. '65	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	—	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,767	
31 May. '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	—	169,200	556,600	—	—	—	55,403	23,404	
MARYLAND.																				
30 Sep. '62	279.6	7.2	—	—	226	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,900,254	16,151,962	10,781,833	630,555	33,673,564	266.8	1,953,769	4,481,850	3,054,653	
30 Sep. '62	30.0	—	—	—	7	33	167	Washington Branch	1,680,000	—	—	1,650,000	—	—	2,232,262	39.0	—	778,417	9,127	
31 Dec. '62	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	
MASSACHUSETTS.																				
30 Nov. '64	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,363	—	—	—	—	—	11	
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	4,321,18	650,999	182,610	
30 Nov. '64	74.3	8.5	51.1	—	38	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.8	737,505	1,272,600	443,332	
30 Nov. '64	47.0	7.0	32.6	—	26	43	256	Boston and Providence	2,985,000	—	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,657,510	83.6	838,622	1,471,985	487,864	
30 Nov. '64	46.0	1.1	27	—	7	15	41	Cape Cod Branch (par 60)	907,760	—	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,500	—	1,591,100	250,000	—	2,079,944	52.4	23,318	472,321	165,932	
30 Nov. '64	44.2	30.8	27.8	—	31	74	459	Eastern	3,966,179	529,765	264,102	3,155,000	1,067,200	237,200	5,059,000	89.0	527,236	1,040,189	640,423	
30 Nov. '64	51.0	42.5	75.8	—	26	36	457	Fitchburg	3,189,861	350,149	—	3,044,000	54,400	—	3,846,885	93.4	434,622	868,352	309,341	
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	—	—	3,374	—	—	—	104	
30 Nov. '64	14.5	—	17.2	—	10	17	240	Naushua and Lowell	558,919	95,684	—	600,000	—	—	809,582	71.0	185,647	291,618	63,019	
30 Nov. '64	20.1	1.5	—	—	—	—	—	New Bedford and Taunton	406,527	46,018	14,000	500,000	219,500	—	119,600	36.7	82,272	220,820	43,527	
30 Nov. '64	35.0	—	0.7	—	5	6	2	N. York and Boston Air Line	1,314,916	82,580	—	788,047	1,072,900	187,590	2,048,587	86.7	94,748	83,492	—	
30 Nov. '64	98.5	8.8	27.8	—	26	68	488	Old Colony and Fall River	3,923,276	334,503	—	3,609,600	452,000	451,350	4,612,950	107.3	50,010	964,030	469,932	
30 Nov. '64	48.4	1.0	14.9	—	18	18	163	Providence and Worcester	1,409,307	—	—	1,700,000	44.4	—	2,364,000	44.4	47,978	158,118	8,140	
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	—	—	17,500	104	
30 Nov. '64	36.5	—	—	—	—	—	—	Troy and Greenfield	923,942	979,308	—	—	—	—	—	—	—	—	110	
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,368	
30 Nov. '64	156.1	17.3	126.6	—	15	63	194	Western (Incl. Alb. & W.S. etc.)	10,175,943	1,095,715	—	5,180,000	6,267,520	14,986,959	218.0	1,430,223	2,996,854	1,713,712		
30 Nov. '64	44.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,288,399	45.7	194,712	338,285	137,605	
NEW HAMPSHIRE.																				
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141,001	98.5	—	408,388	141,407	62
30 Nov. '63	53.6	8.0	—	—	18	16	246	Cheahire	2,475,846	322,266	—	2,085,925	685,400	—	2,988,852	53.6	338,025	382,183	130,645	
31 Mar. '63	34.8	—	—	—	21	22	494	Concord (par 50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	—	470,078	7,600	
31 Mar. '63	29.3	—	2.8	—	—	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated by Concord	R. R.	38,524	7,100		
31 Mar. '63	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	398,258	—	—	595,588	568,000	—	52.7	—	37,791	11,913		
31 Mar. '63	60.2	12.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	—	—	3,068,400	220,700	59,114	3,248,214	82.0	—	366,846	153,718	45
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	—	24.7	—	81,121	13,185	—
NEW JERSEY.																				
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,836,285	*	—	997,112	2,193,000	252,584	3,443,097	75.2	—	501,880	146,101	—
31 Dec. '64	65.9	32.3	—	—	—	—	—	Camden and Amboy	8,502,296	*	—	4,304,131	6,472,406	10,264,463	—	—	57,990	140,788	33	
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,920	2,221,449	60.2	—	231,466	71,106	54
31 Dec. '64	64.0	26	61.0	—	59	34	908	Central of New Jersey	9,303,924	1,078,538	—	5,500,000	2,000,000	—	9,744,509	90.0	948,218	2,587,184	1,205,630	
31 Dec. '64	53.0	—	—	—	—	—	—	Morris and Essex	4,057,275	—	—	4,057,275	530,000	31,200	4,164,950	154.0	—	171,755	7,80	
31 Dec. '64	33.8	—	—	—	—	—	—	New Jersey	3,799,800	492,000	1,649,022	3,497,500	835,000	1,645,466	33.8	5,660,452	33.8	610,427	1,568,607	77,626
31 Dec. '64	21.3	—	—	—	—	—	—	Northern New Jersey	452,116	*	—	4,104	24,935,800	1,067,088	1,067,088	24,935,800	80.7	1,915,247	4,594,725	8,894
31 Dec. '64	18.0	—	—	—	—	—	—	Hudson River	12,630	—	—	12,630	2,823,400	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	
30 Sep. '64	94.0	9.5	12.1	—	15</															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies nil. Running dots (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.											Abstract of Balance Sheet.											Earnings.										
	Main Line.			Lateral and Branch Lines		2nd Track and Sidings.		Road in progress, or projected.		Equipment.		Cars.		Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Dividends.		Price of shares.					
	M.	M.	M.	M.	M.	No.	No.	M.	M.	No.	No.	No.	No.	Rolling- Stock.	Appur- ten- ances.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage run by locomotives with trains.	M.	M.	Gross.	Net.	p. c.	Price of shares.							
Companies.																																	
31 Dec. '63	93.0	26.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*				1,763,506	3,856,000		5,634,039	100.0		360,215	171,286												
31 Oct. '64	65.0	2.0	7.0	21	13	438	Cattawissa	3,634,000						3,350,000	284,000		3,634,000	149.0	316,747	380,459	149,018												
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*				956,900	378,600		1,335,500	74.0	176,968	394,962	193,901	8	15										
31 Oct. '64	118.0	—	57.0	—	77	20	5,214	Del. Lackawanna and West'n	7,295,985	2,324,490				6,832,950	3,491,500	606,321	10,930,771	304.8	1,622,327	1,984,948	721,752	20	148										
31 Oct. '64	36.0	1.7	7.7	8	7	71	East Pennsylvania	1,259,164	132,948				604,190	598,400	8,299	1,210,889	37.7	153,041	332,560	202,009													
31 Dec. '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652					1,000,000	1,620,000		2,620,000	78.0	305,770	656,518	43,741	24	30										
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*				600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10											
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,578	192,509				256,500	900,000	637,888	1,794,386	81.0	171,580	163,502	55,456												
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*				1,182,550	500,000		1,882,550	54.0	oper. by Penn.	R. R. Co.	7	56											
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341				1,809,555	1,000,000	100,000	2,908,560	32.0	21,760	50,103	7,966												
31 Oct. '64	43.5	14.5	11.0	6.0	6	4	126	Huntingdon and Broad Top	2,012,243	*				1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	338,280	143,472												
31 Oct. '64	80.0	—	34.0	—	119	164	1,830	Laakawanna and Bloomsburg	3,160,408	465,406				1,325,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041												
31 Oct. '64	70.0	17.5	5.0	8.0	51	4	2,713	Lehigh Valley	7,433,706	1,739,410				6,260,000	78.0		6,260,000	78.0	82,028	2,280,282	1,452,154	20	65										
31 Oct. '64	23.8	—	—	—	31	—	—	Little Schuylkill	1,371,888					3,700,000	*		3,700,000	—	—	—	—	—	—	—	—	—							
31 Oct. '64	130.5	—	63.3	—	—	—	—	Mine Hill and Schuylk. Haven	5,550,418	517,375				8,150,150	3,108,708		6,256,855	69.8	320,038	741,977	348,401		26										
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	8,356,815	5,004,810	19,860,060	16,684,840	5,014,000	43,520,366	356,625	6,846,778	14,753,057	4,066,113	10	57												
31 Oct. '64	17.0	—	3.0	22.0	18	45	101	Phila, German'tn & Norrist'	1,139,079	282,399				5,013,054	9,040,000	10,500	14,963,554	(op. by Pe. nn. R. R. Co.)	22														
31 Oct. '64	29.1	—	—	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623					27,716,253	505 5,328,229	9,269,341	14,308,160	15	53														
31 Nov. '64	152.0	46.8	206.5	216	81	14089	Philadelphia and Reading	18,098,276	5,736,480	734,788	20,072,323	1,271,879		1,249,200	28.2	176,447	224,006	477,658	10	145													
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	980,404		245,995		999,200		250,000																		
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*				8,673,900	692,000		9,349,300	197.0	839,288	3,205,560	1,366,200	10	65										
31 Dec. '64	59.5	—	7.2	88.5	12	11	82	Pittsburgh and Connellsville	2,277,456	163,004				1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569												
31 Dec. '64	108.5	—	137.9	99	2,020	—	—	Pittsb'g, Ft. Wayne & Chicago	21,184,330	*				8,181,126	12,867,000		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	96										
31 Dec. '64	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824				500,000	791,597		Leas'd. to Nthn. Oen.	87,070	226,318	107,490	10	40											
31 Oct. '64	26.4	—	3.3	—	7	18	28	Westchester & Philadelphia	1,313,526	102,983				684,036	1,009,095	162,512	1,855,448	26.4	118,698	278,232	149,517												
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,258	165,884				391,800	872,000	1,343	968,137	29.6	95,566	298,338	211,317	8	48										
31 Aug. '64	50.0	—	2.0	16	103	N. Y., Providence and Boston	2,158,000	*					1,508,000	250,000				62.0	321,000	557,557	251,508	12	120										
31 Dec. '58	54.9	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000			706,365	195,266	197,905	1,099,536	51.9																
31 Dec. '58	109.6	—	13.9	17	—	—	—	Charlotte and South Carolina	1,719,045	*				1,201,000	384,000				109.6			288,268	151,536	6									
1 Jan. '59	143.2	21.8	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161				1,423,008	1,145,000	345,546			164.5			341,190	125,871										
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*				985,743	980,410	108,172			220,014			96,145											
31 Dec. '60	108.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183				506,214	514,000	98,110	1,137,707	47.6				29,967	19,187										
1859.	—	30.0	—	1.8	12	10	171	East Tennessee and Georgia	3,637,367	*				1,289,673	2,020,000	200,000			140.0			318,718	187,466										
1859.	—	140.0	—	8.0	10	10	128	East Tennessee and Virginia	2,310,032	156,264				586,654	1,902,000	390,407			130.8			297,806	149,167										
1859.	—	271.6	19.4	20.0	43	27	667	Memphis and Charleston	5,866,578	878,069	129,304			3,809,949	2,659,000	260,112			7,627,797	291.0		1,635,096	573,597										
1859.	—	100.0	—	30.6	55.8	7	5	242	Memphis and Ohio	2,259,267	141,144				570,000	1,301,000	145,000																
1859.	—	59.0	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*				298,721	740,000				59.4			69,570	177,266	60,029									
1859.	—	47.4	—	2.3	4	5	46	Mississippi Central and Tenn.	892,710	82,908				317,447	632,500	22,869			47.4			64,175	83,129	44,666			</td						

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd).	2,494,900	5	5	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	704	
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7		
Camden & Atlantic (preferred)	620,800	7	26	
Catawissa (preferred)	1,150,000	7	28	
Cheung (guaranteed)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheeshire (preferred)	2,017,925	7	44	
Chicago & Alton (preferred)	2,425,200	7	101	
Chicago & Northwestern (pref.)	2,400,000	7	54	
Cochecho (preferred)	177,750	8		
Co. & Passaic Rivers, (pref.)	1,256,200	10	75	
Cumberland Valley (1st preferred)	241,900	8	8	
" " (2d preferred)	245,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,987,114	7	34	72
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamport (preferred)	500,000			
Erie (preferred)	5,835,700	7	58	
Hannibal & St. Joseph (preferred)	5,253,856	7	50	
Harrisburg & Lancaster (guar.)	1,182,100	7		
Housatonic (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,205,475	7	33	
" " (3d pref.)	3,819,772	7	32	
Michigan S. & N. Indiana (guar.)	2,183,600	10	130	
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	984	
" " (2d pref.)	1,014,000	7	80	
Milwaukee & St. Paul (preferred)	2,255,000	7	824	
New Haven & Northampton (guar.)	1,010,000	4		
New York & Harlem (preferred)	1,500,000	8		
Niagara Br. & Canandaigua (guar.)	1,000,000	6		
Paterson & Hudson (guaranteed)	630,000			
Paterson & Ramapo (guaranteed)	248,000			
Peoria & Bureau Valley (guar.)	1,200,000	6		
Philadelphia & Reading (pref.)	1,551,800	7		
Philadelphia & Trenton (guar.)	1,000,000	10		
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	58	
Pittsfield & North Adams (guar.)	450,000	6	100	
Port, Saco & Portsmouth (guar.)	1,500,000	6		
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	608,176	6		
St. L. Alton & Terre Haute (pref.)	1,700,000	6	664	
Toledo & Wabash (preferred)	984,700	7	60	
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7		
" " (2d pref.)	904,473	8		
Troy & Greenbush (guaranteed)	274,400	6	624	
Vermont & Canada, (guaranteed)	1,600,000	8	8	
Warren (guaranteed)	1,403,300	7	7	
White Mountains (guaranteed)	200,000	5	5	
Wrightsville, Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	
			Market	Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,563	534	
Chesapeake and Ohio	100	8,224,595		
Delaware Division	100	1,633,350	304	
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000		
Illinois and Michigan				
Lehigh Navigation	50	4,282,950	6	594
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,982,457	264	
" " (preferred)	50	2,722,607	316	
Susquehanna and Tide Water	50	2,048,260	84	
Union				
Union (preferred)	50	2,750,000	24	
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	52

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Thurs.	Fri.	Sat.	Mon.	Tu.	Wed.
Atlantic M. S. S. Co.	148	148	150			
At. & Gt. W. (O) 1st m't.						
Buffalo, N. Y. & E. 1M.						
California 7s						
Canton Co.	404	404	404	394	394	
Central Am. Transit						
Chicago & Alton						
" " pref.	97					
" " 1M.		974				
" " S. F.			954			
" " Inc'ds				87		
Chicago, Burlington & Q.	112			120	118	
" " 8 p.c.			111			
Ohio, & Northwest 28	28	28	294	29	28	
" " pref.	63	63	64	64	63	
" " 1st M.	80	80	80	80	80	
" " 2d M.						
" " S. F.						
" " L. B.						
Chicago & Rock Isl.	1084	1087	109	110	110	
" " 1st M. '70						
Clev., Col. and Cin.			125			
Clev. and Pittsburg	724	724	738	734	73	
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	101	102	102	103	104	
" " S. F. 7 p.c.						
Cumberland Coal, pref	434	434	45	45	434	
Del. & Hudson Canal	141					
Del. & Lack. & West						
" " 1M. 8p.c. '71						
" " 2M. 8p.c. '81						
Erie	864	864	864	914	884	
" " pref.				82	88	88
" " 1M. 7p.c. '87						
" " 2M. 7p.c. '79						
" " 3M. 7p.c. '82						
" " 4M. 7p.c. '80				95	984	
" " 5M. 7p.c. '88						
Galena and Chicago						
" " 1M. 7p.c. '82						
Hann. & St. Joseph						
" " pref.						
" " bonds						
Hudson River	110	110	1094	110	1114	110
" " script						
" " 1M. 7p.c. '69						
" " 2M. S. F.						
" " 3M. 7p.c. '75						
" " conv. bonds						
Illinoian Central	1244	1244	125	1244	1244	
" " Can. bds.						
Marietta & Cin. 1st pref.		43		50	50	
" " 2d "			25			
" " 1st mort.						
Mariposa Mining Co.	114	13	124	124	124	
Michigan Central	1074	1094	110	1084	1094	
" " SF. 8p.c. '82						
" " conv. p.c. '89						
M. S. and N. I.	654	66	654	67	664	
" " guard						
" " 1M. S. F. 964						
" " 2M.						
Mil. and P. du Chien	494	49	484	484	484	
" " 1st pref.	95		964			
" " 2d pref.	80					
" " 1st M.						
Minnesota Mining Co.	114					
Miss. & Mo.						
" " L.G. bonds						
Missouri 6s		72	72			71
" " iss. to H. & S. J. R.		78				80
" " Pacific						
New York Central	924	93	924	934	934	
Real Estate						
" " 7s. S. F. '76			100			
" " 7s. conv. '76						
" " 6s. S. F. '83						
" " 6s. S. F. '87						
N. York & Harlem						
" " pref.						
" " 1M. 7p.c. '78						
" " 2M. 7p.c. '64						
" " 3M. 7p.c. '67						
North Carolina 6s	72	714	71			72
Ohio & Miss. cor.	244	28	284	30	28	294
" " pref.			70			
Pacific Mail S. S. Co.						
Panama						
Penau's Coal Co.						
Phila. and Reading	1064	1064	1074	1074	1074	
Pitts. Fl. W. & Chicago	974	98	974	98	984	
" " 1M.		103				
" " 2M.						
" " 3M.						
Quicksilver Mining Co.	534	534	53	522	514	
St. L. Alton & T. H.	36	384	39	39	384	
" " pref.		65		65		
" " 1M.						
" " 2M. pref.						
" " Inc. bds.						
Tennessee 6s, 1890	744	75	744	744	754	
Toledo & Wabash						
" " Pref.						
" " 1M. ex.						
" " 2M.						
" " Int. bds.						
Virginia 6s						

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.
W.30. Th.31. F.1. Sat.2. M.4. Tu.5. W.6.

FEDERAL STOCKS:						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1866, coup.						
U. S. 5s, 10-40s, coup. 98	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	
U. S. 5s, 10-40s, reg.					94 1/2	
U. S. 6s, 1881, reg.						
U. S. 6s, 1881, coup. 107	106 1/2	107 1/2	107 1/2	108	108	
U. S. 6s, '91, O.W.L.Y.						
U. S. 6s, 1881, " 47						
U. S. 6s, 1887, reg.	120				117 1/2	
U. S. 6s, 1888, reg.						
U. S. 6s, 1888, coup.					117	
U. S. 6s, 1 year certif. 98		98 1/2	98 1/2	98 1/2	98 1/2	
U. S. 6s, 5-20s, coupon 106	107	107	107 1/2	107 1/2	107 1/2	
U. S. 6s, 5-20s, new 106		105 1/2	105 1/2	105 1/2	105 1/2	
U. S. 6s, " reg.	105 1/2		105 1/2		105 1/2	
7-30 Notes, 1st series. 99 1/2	99 1/2		99 1/2	99 1/2	99 1/2	
" 2d series. 99 1/2	99 1/2		99 1/2	99 1/2	99 1/2	
" 3d series. 99 1/2	99 1/2		99 1/2	99 1/2	99 1/2	
American Gold	144 1/2			144 1/2	144 1/2	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

W.30. Th.31. F.1. Sat.2. M.4. Tu.5. W.6.

Cattawissa						
" preferred	13	13 1/2	13 1/2	15 1/2	15	
" " 25 1/2	25 1/2	28	28	27 1/2	28	
Camden & Amboy	127 1/2			127		
" " 68 77						
" " 68 70						
" " 68 75						
" " 68 83				88 1/2		
" " 68 89						
" mort. 68 89	100			100 1/2		
Cheas & Del. Canal 6s '86						
Del. Div. Canal	30 1/2					
Elmira & W. Import						
" " " pref.						
" " " 78						
Harrisburg						
Lehigh Navigation	59		59 1/2			
" " 68 70						
" " 68 84				95	95	
Lehigh Valley R. R.						
" " 68	93					
Little Schuylkill R. R.						
" " " 78						
Long Island						
" " 6s						
Minehill	55 1/2	55 1/2	55 1/2	56		
Morris Canal						
" " " pref.	120					
" " " 68 78						
North Pennsylvania	25					
" " " 6s						
" " " 10s						
Northern Central	44 1/2					
Pennsylvania R. R.	57 1/2	57 1/2	57 1/2	57 1/2		
" " 1st m.		104 1/2				
" " 2d m. 101	101					
Penn. State, 5s	90 1/2					
" " " 5s, coupon						
" " " 6s. W. L.				101	100	100
Philadelphia City, 6s	88					
" " " new 91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	
Phila. Germ. & Nor.						
Phila. & Reading	52 1/2	53 1/2	53 1/2	53 1/2	53 1/2	
" " " 68 76				110		
" " " 68 70						
Philadelphia & Erie						
" " " 6s					22	23
" " " 6s				94	94	94
Phila. & Sunbury	24					
Schuylkill Navigation	25	26 1/2	26 1/2			
" " " pref.	34 1/2	34 1/2	34 1/2	34 1/2		
" " " 68 82				70		
" " " 68 76						
" " " 68 72						
Susq. Canal						
" " " 68 78		45 1/2				
Union Canal, pref.					2 1/2	
" " " 68 83				21 1/2	22	
West Br. Canal 6s '78						
Wyoming Valley Canal	51 1/2		52			
" " " bonds					98	
Arch street, (Horse)						
Chestnut & Wal.						
Green & Coates						
Race and Vine						
2d and 3d streets						
Spruce, & Pine						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

W.30. Th.31. F.1. Sat.2. M.4. Tu.5.

Baltimore City 6s, 1875-101						
" " " 1888				101		
" " " 1870					99	
" " " 1890-101	101		101		101 1/2	
Balt. and Ohio					117	117
" " " bds, '62						
" " " '67						
" " " '75	100			100		
" " " '80						
" " " '85						
Northern Central					44 1/2	
" " " bds, '86						
" " " '92						

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

W.30. Th.31. F.1. Sat.2. M.4. Tu.5. W.6.

Boston and Lowell						
Boston and Maine			114			99
Boston and Providence			125			125
Boston and Worcester						
Cheeshire, pref.						60
Concord						
Connecticut River						
Eastern, Mass.		96	96 1/2		96 1/2	
Eastern, N. H.						95
Fitchburg					104 1/2	
Manchester & Lawrence						106
Michigan Central						
Northern, N. H.			85		85	
Old Colony and Fall R.						
Ph. Wil. & Baltimore		65		65 1/2	65 1/2	
Portl'd, Saco & Ports.		96		96	96	
Vermont & Canada			99		98	
Vermont & Mass.		43		43	43	
Western		128		128		120
Broadway (Horse)						
Cambridge			94 1/2			
Metropolitan				49	49	
Middlesex						
Central Mining Co.						
Copper Falls		24	23 1/2	23 1/2	23 1/2	
Franklin		35 1/2	36 1/2	36 1/2	37	37 1/2
Huron						
Isle Royale		10 1/2	10 1/2	10 1/2	11	11 1/2
National						
Pewabic		10		9 1/2		10
Pittsburg		52				
Quincy		56 1/2		56	56 1/2	
Rockland				3 1/2		

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of August:

Maryland 5s						
United States 6s, 1881		69		69		
Do. 5s, 1874		48		50		
Virginia State 5s		45		50		
Do. 6 per cent.		35		37		
Atlantic and Great Western,						
N. Y. sec., 1st mort., 1880, 7 per cent.		72		74		
Do. 2d mort., 1881		72		74		
Pennsylvania, 1st mort., 1877		76		78		
Do. 2d mort., 1882		70		72		
Erie shares, \$100 (all paid)		53 1/2		53 1/2		
Do. 7s, preference		40		42		
Do. 7s, 1st mort., 1887		55		60		
Do. 7s, 2d mort., 1879		55		60		
Do. 7s, 3d mort., 1883		54		58		
Do. 7s, 4th mort.		48		52		
Do. 7s, 5th mort.		50		55		
Illinois Central 6s, 1875		80		82		
Illinois Central 7s, 1875		61 1/2		61 1/2		
Do. do. \$100 shares, \$90 paid, dis.		43		42		
Do. do. \$100 shares, all paid.		78 1/2		79		
Marietta and Cincinnati Railroad Bonds		66		68		
Michigan Central 8s, Convertible, 1869		63		68		
Do. do. S. F. 1st mort., do. '82 x. 60		60		65		
Michigan S. and N. Indiana 7s, S. F. 1885		50		55		
Do. do. \$100 shares						
New York Central 8s, S. F. 1883		53		55		
Do. do. 1864		60		65		
Do. do. 7s, S. F. 1876		60		65		
Do. do. 7s, Convertible, 1876		50		55		
Do. do. \$100 shares		55		60		
Panama, 1st mortgage 7s, 1865		96		100		
Do. 2d mortgage 7s, 1872		100		102		
Pennsylvania, 1st mort., 6s, Convertible		88		85		
Do. 2d mort., 6s, do.		83		85		
Do. \$50 shares		35		40		
Philadelphia and Reading, \$50 shares		33		35		

American Railroad Journal.

Saturday, September 9, 1865.

Stock Exchange and Money Market.

Since our last we have been put in possession of the official statement of the condition of the Treasury department on the 31st ult.; and we but echo public opinion when we state that it is a most satisfactory document, and sustains the reputation of the Secretary as a man of clear perceptions, good judgment and eminent financial skill. It will have been noticed that it had been given out in advance by a class of journals whose principal object seems to be the disparagement of the National credit and resources, that we should have no statement at all, and it was even proposed he should be called to account for the probable neglect of his duty. It was also asserted by the same journals that the debt of the country was

rapidly increasing, and that by the fresh issue of compound interest notes the inflation of the currency was improperly kept up.

the last loans have been mostly taken in small amounts by individuals in moderate circumstances, by persons both male and female who have earned their money by labor, and who practise habitual economy. The object of this outcry is nothing more or less than repudiation, and we venture to say such a policy will overwhelm, and justly, any class of men who shall adopt it. The money loaned the Government has from first to last been loaned by the patriotic portion of the nation, and those who have thus far defended the integrity of the country will maintain it.

It appears that for the period between the 31st of December last and the 2d September inst., the foreign imports at this port have been \$125,250,992, against \$176,498,818 for the same time in 1864, showing a decrease in amount of \$53,247,831, and the exports of specie for the same period have been \$20,408,559, against \$32,166,744 the same time in 1864. At the same time and during the same, the receipts from California have been \$11,701,028, against \$7,779,452 in 1864, showing an increase of \$3,921,571. The customs paid in gold at this port from and including 1st of January last, have been \$61,001,937, and the gold interest paid during the same time \$24,120,376.

This shows power, resources and ability of the most reliable character, and when the Secretary's present statement gets to Europe, we cannot see why our National securities will not continue to advance. No country in the Old World can show any such record or balance sheet.

In looking over our last foreign files we find that in Great Britain it is now admitted that a large falling off in the crops of the season has taken place. The following extract from a leading London journal clearly shows this apprehension:

"A strange, fickle season for harvest operations is the present. From all parts of the country there are reports unfavorable to the prospect of a plenteous yield. In the markets wheat has advanced two, and in some cases three shillings per quarter during the past week, while the farmers are looking as anxiously for a few days of fine settled weather, as England but a short time since looked for the Great Eastern and news of the Atlantic cable. It is not for the purpose of creating alarm that we refer to this subject; but rather that possible evils awaiting us may be met manfully and as intelligent men should meet them. We are evidently menaced by two calamities. The first is a poor harvest, the second a scarcity of animal food. Our bread and our meat are threatened; and it is difficult to find graver matter for contemplation than this fact affords. Seldom has there been a more trying and ill-regulated year than the present. It has abounded in startling atmospheric phenomena, and sharp alternations of temperature. We have had great heats and intense colds within the twenty-four hours; we have had prolonged droughts, and soaking, destructive rains, while blights of a peculiar nature have swept over the fields and orchards, and injured or capriciously destroyed the fruits of the land.

"Throughout the United Kingdom generally, it is plain that the expectations of a month or so ago have in nowise been realized; and it is not too much to say that while wheat has thus suffered, oats and barley have on many lands experienced a similar visitation of evil. Thus, the prospects of the harvest home cannot be regarded with general satisfaction. Not even the known ability of Lord Palmerston's Government to perform all the beneficent offices for which it takes credit, can fill the granaries with food and make of a deficient harvest a good one. We are in the hands, not of the Whigs and Radicals, but of

Providence in this matter. Above all, we must look the entire matter in the face, and not blink truths that are plain to all who have their wits about them."

As this information corresponds with what we stated some weeks since, we consider it is to be relied upon and the consequence must necessarily be that our cereals and provisions must increase in demand abroad, and add materially to our foreign exports as well as affect the price of foreign exchange.

The Money Market continues easy, and we see no reason why it should not. There is undoubtedly more money afloat and in banks, saving and other institutions than can be advantageously employed in the opinion of capitalists. Enormous deposit balances are held by our city banks. The only visible direction just now which capital seems to take, is southward, in the establishment of new steamship lines which are increasing at an unusual rate, and all doing a good business. As European ships have not yet commenced making direct voyages to our Southern ports in any considerable numbers, so far, the business incident to them is almost exclusively confined at present to our own vessels, and of course much to their advantage. This trade is now entirely free and unshackled, and is pursued by our merchants and shippers with great activity. The rates of money continue to be moderate, yet we see occasional signs of a great want of it. Thus on Wednesday morning we noticed an advertisement of a person who offered to sell a good mortgage on city property for \$20,000, for \$15,000, because he could not wait the time necessary to obtain it by foreclosure.

There is a great opening for investment in several new railways and schemes of internal improvement, the projects being sure of being carried through at some future day if not now. Some of these are offering a high rate of interest in gold. If our railways were managed more for the public than operators in the street they would be more in favor.

In the Southern States there many roads which require renewal, and there are many gaps in long and important lines to be filled up. These deserve attention, since the return to a proper spirit of loyalty there might be much easier, if intercourse and communication should be more generally practicable in those fertile regions.

Railway shares command fair prices with a tendency to remain at present quotations. Good management would cause an advance quicker than anything else. A suspicion of the motives with which they are carried on, destroys the desire of large numbers of persons to hold property in them except for temporary purposes.

Gold remains very steady at about the same line it has held for some time past. There is no demand for shipment, but a considerable one for the customs. There are some who believe that if the Secretary of the Treasury should dispose of 10 millions of notes receivable for customs, and sell them for what they would bring after public notice, he could reduce the premium at once to 15 per cent. Others again maintain that it is of no consequence whether the premium remains where it is, or not, there being full compensation in the abundant means for the promotion of industry of all kinds. We have before us a letter from a Banker of wealth and reputation who maintains

this doctrine, but which we cannot accept. In illegitimate speculation there is certainly much activity, but the surplus money now in circulation seems chiefly to employ itself in purely gambling operations in the street, and in wasteful and extravagant expenditure on the part of those who still manage to keep out of prison and carry on their business.

Government securities stand firm and in good demand. These investments are so simple and so secure, so easily handled, controlled and disposed of, the interest is paid so promptly and conveniently, and they are so entirely beyond the reach of defalcations and rogues that it is no wonder they are universal favorites, and have in fact a preference over all other kinds.

Foreign exchange remains without much change. The amount of exports from this port for the week ending September 4 excluding specie was \$2,323,000.

The balance in the Sub-Treasury on Tuesday was still large viz., \$63,591,407 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 98½; Jersey City Water Loan, 94; Sixth Avenue R. R., 125; Morris and Essex R. R., 80; Stonington, 120; Central Coal, 54; Western Union Tel., 70; Brunswick Land Co., 8½; Union Trust Co., 99¾; 4th National Bank, 96; Merchants Bank, 109; Central Bank, 105½; Merchants Exchange Bank, 100; Continental Bank, 99; Irving Bank, 107; Metropolitan Bank, 116½; Park Bank, 140.

Philadelphia.—Allegheny Co. coupon, 5s, 78¾; Hestonville R. R. 17½; 18th and 15th streets R. R., 20; Union Canal, 1½; Big Mt. Coal, 5½; New Creek, 1½; Hazleton Coal, 55; Keystone Zinc, 1½; Lehigh Zinc, 30; Mechanics Bank, 28½; Commercial Bank, 42½; Farmers and Mech. Bank, 118; Big Tank Oil, ½; Curtin 2½; Caldwell, 2½; Clinton, 1; Cow Creek, ½; Dallzell, 3½; Duncard, ½; Empire, 1½; Feeder Dam, ½; Franklin, 1½; Gibson, ¾; Junction, 2½; Jersey Well, 1½; McClintock, 1½; Maple Shade, 6½; Mingo, 2½; Royal, ½; St. Nicholas, 1½; Sugar Valley, 1½; Sugar Creek, 6½; Sherman, ½; Tarr Home, 3½; Upper Island, 1; Walnut Island, ½. The latest quotations are: City 6s, 88@88; do., new, 91@91½; State 5s, 90½@91; do., coupon, 92@93; do., 6s, W. L., 100@100%; Phila., Wil. and Balt., 65½; Reading, 53½@53½; do., 6s, 1870, 94½@95½; do., bonds, 90@95; do., con., 110@110; Camden and Amboy, 126½@127; Penn R. R., 58@58½; do., 1st mort., 104@105; do., 2d mort., 101@103; Little Schuylkill R. R., 29½@30½; Morris Canal, 80@85; do., pref., 120@120½; do., bonds, 93@94½; Wyoming Valley Canal, 53½@54; do., 6s, 90@91; Susquehanna Canal, 9@10; do., 6s, 45@46; Sch. Nav., 24@26; do., pref., 34@34½; do., 6s, 1882, 79½@80; Union Canal bonds, 20@21; Delaware Div. Canal 30@30½; do., bonds, 90@90; Elmira and Williamsport, 28@28; do., pref., 46½@47; do., 7s, 1873, 99½@100; do., Chatfield 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 59½@60; do., 1884, 94½@95; North Pennsylvania, 25@26½; do., 6s, 85@86; do., 10s, 112@112; Philadelphia and Erie, 22@25; do., 6s, 94@94½; Minehill, 56@56½; Catawissa, 14@14½; do.,

pref., 27½@27½; Lehigh Valley, 63¾@65; do., bonds, 92@95; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 75@75; Race and Vine, 10@12; West Philadelphia, 66@70; Spruce and Pine, 22@25; Green and Coates, 38@33; Chestnut and Walnut, 49@49½; Arch, 18@18; Thirteenth and Fifteenth, 20@20; Girard College, 26@26; Tenth and Eleventh, 48½@49; Norristown, 57@57½.

Boston.— Rutland and Burlington 2d mort., 23½; Vermont Central 2d mort., 32; Western R. R., 6s, 1875, 96; Ogdensburg and Lake Champlain R. R., 32½; Worcester and Nashua R. R., 96¾; South Shore R. R., 5; Rhode Island 6s, 1882, 91¾; Boston 5s, gold, 1878, 97; do., 1884, 96; do., 6s, 1874, currency, 99½; Cambridge 5s, 1892, 96; Augusta 6s, 1870, 93¾; Boston Water Power Co., 31¾; Waverly Co., 2; East Boston Co., 10; Macomb Lead, 2; Massachusetts gold, 40c.; Merchants Bank, 110; National Bank, 98; State Bank, 107½; Market Bank, 102½; Suffolk Bank, 120; Pawnor's Bank, 97½; Bank of Republic, 112½; Albany and Boston Mining Co., 20; Bay State, 12½; Boston, 1½; Hancock, 9½; Humboldt, 2½; Hanover, 1; Mesnard, 2½; Native, 1; Phoenix, 13¾; South Side, 1½; Superior, 3½; St. Clair, 3; Toltec, 2.

Baltimore.— Maryland Mining Co., 0.65; Bare Hill, 2.15; Mineral Hill, 1.90; Copper Hill 2.10; Guilford, 0.50; Santa Clara, 18½; Penn. Oil, 0.60; Howard Bank, 8½; Farmers and Merchants Bank, 44½; Bank of Commerce, 25½; Com. and Farmers Bank, 39½. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1867, 98@99; do., 1875, 100@100; do., 1880, 100@101; do., 1885, 101@101½; Northern Central, 44½@45; do., bonds, 1885, 85@88; N. W. Va. 1st mort., 98@98; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 85@87; Cen. Ohio 1st mort., 88@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34½@37½; Western Md. bonds, 79@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 99½@100; do., 1875, 101@101½; do., 1886, 98½@101; do., 1890, 101½@101½; do., coupon, 100@100; do., 5s, 1838-70, 83@85; City Passenger R. R., 19½@21½; Canton Co., 38@39½; Gardner, 0.50@0.85; Gas Coal, 1.00@2.00; Maryland, 0.60@0.65; North State, 0.25@0.25; Springfield, 1.00@1.20; George's Creek, 106@115; Santa Clara, 17@18; Balt. Chrome, 1.30@1.75; Bare Hill, 2.05@2.10; Atlantic Coal, 0.95@1.10; Mineral Hill, 1.80@1.90; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.20.

☞ A letter to the *Tribune* from Brownsville, Texas, dated August 8th, says: "the railroad has now got as far as Boca Chica—that is about 5½ miles from Brazos—and there is an engine on the track to assist in construction. It will be the end of October before the road can reach Brownsville, for all the material has to be brought in transports from Mobile, and there are not many of the latter."

☞ Mr. E. B. Phillips, the Superintendent of the Boston and Worcester Railroad, has resigned his position to accept the Presidency of the Michigan Southern and Northern Indiana railroad company.

Willamette Falls Canal Company.

This is a project somewhat adverse in its character to that we have spoken of in another column. We copy the following from a communication from a respectable source which speaks for itself:

"The business of the company is to construct and operate a steamboat canal around the falls at Oregon City, in the Willamette River. The canal will be about one-half mile in length, and made up of rock excavation for about 500 feet of the length and width of the canal, and at a point where the locks in the canal would be placed. The balance of the canal is simply and easily constructed by running a cobble rock, or cut stone wall from the head of the rapids to the head of the locks and forming a basin for that distance, a natural basin now existing. The wall to be constructed would be laid on solid rock, need not be more than eight feet in height to raise it above all floods, the opposing wall being a natural one of solid Basalt some twenty feet in height. I of course cannot give you a complete idea without the surveyors' maps and sections; but it having been surveyed by competent engineers, the cost at the extreme is \$300,000 in coin.

"The falls which it is proposed to pass, form an impassable barrier to navigation, being 30 feet of a perpendicular fall. The country drained by the river which this will open to navigation, embraces nearly all the agricultural land in the State, of which only about one-tenth is now under cultivation. From the steamboats plying on the river above the falls, and likewise from those connecting below, we make up the estimates of present income to the canal (if now finished,) and they may be relied on. The great Willamette Valley is rapidly filling up with enterprising farmers from the East, and it must be that the business on the river will be greatly increased.

"The canal company desire to borrow the means to build this canal. Everybody out here is running wild after gold and silver mines, and the people are yet poor, so that between the capitalists who think that gold and silver mines offer a better field, and those who loan their money at two per cent. per month, and the farmers who are yet too poor to invest in public works, there is no chance of getting the money here, on such terms as will enable the company to hold on to its valuable franchise. It will be observed here, that the company is organized under a general law which imposes no restrictions or limitations, not even that of common carrier, on our company, so that when our canal is finished we control the navigation of the river, and can add to the revenues of the canal the profits of transportation. (The steamboats have already netted this year, since January last, the sum of \$80,000 in gold, on a capital of about \$100,000 invested in boats.) We desire to borrow the money in New York to construct the work, either by sales of our coupon bonds or otherwise. The security we can give, is a stock subscription good for \$40,000, gold, a subsidy of \$25,000 per annum in gold, granted by the State for five years, to be then returned with interest, provided we finish the work by January, 1867, which we can do if we get the funds in season, and a mortgage on the work. We would not want the money faster than expended, receiving it in instalments. We would be willing to have

the work inspected by some disinterested and competent man, as the money is expended, and upon the condition that we should not further draw if we did not conduct the construction and management properly. We can satisfy capitalists that our directory is competent and respectable and worthy of confidence. I enclose prospectus. It will require from \$300,000 to \$400,000 in greenbacks at present rates in this country. We are willing to pay 8 per cent. interest in gold, payable semi-annually, or ten per cent. in currency, in the same manner. We can of course supply all necessary references, papers, vouchers, maps, estimates, &c., that will be desired by capitalists."

The prospectus alluded to may be seen at this office. It contains estimates of the cost of construction and probable revenue, and some extracts from the by-laws which are stringent against contracts to be made by officers, require publication of the same, and forbid the transfer of stock until liabilities of the holder are first settled.

Central Railroad and Banking Company of Georgia.

A correspondent of the *N. Y. Herald*, writing from Savannah, under date of August 31st, says:

One of the greatest events of the season occurred yesterday—the running of the first train for passengers over the Central Railroad. The road has been completed and put in good running order for a distance of forty-five miles out, to station Four-and-a-half. To that point trains will now run regularly, leaving Savannah at half-past six o'clock each morning. From there passengers will be taken through to Waynesboro, fifty-one miles by stages, and thence to Augusta by train, the whole trip from Augusta occupying only twenty hours. Many thousand bales of cotton hitherto awaiting transportation will now come at once to market. A correspondent informs me that for days wagons loaded with cotton have been arriving at Station No. 4. As soon as the road is completed through to Waynesboro, which is promised before November, the corporation will do an immense freight business.

The work on the Gulf road is being rapidly pushed. We have communication already with the lower portion, which is in running order, by steamers which run regularly between here and Doctortown. The completion of this road will give us direct daily communication with Southern Georgia and with Florida.

The trade with Augusta, even before the opening of the Central road, had materially increased, and is constantly improving.

☞ A communication to the *Tribune*, dated Matamoras, August 14th, says: "It is now settled that the new road to the coast is to run to a port named Carbonero, which lies at the mouth of the San Fernando River, about 45 miles to the south of the Rio Grande. The line of railroad will be about 70 miles long, and the road seems to me to be a set-off against our road from Brazos to Brownsville. I learn that the depth of water on the Bar of the San Fernando range from 8 to 12 feet."

☞ Mr. Walker of Atlanta has been appointed superintendent of the Macon and Western Railroad. The Montgomery and West Point Road was completed on the 18th ult.

☞ Col. Edmund Fontaine, President of the Virginia Central Railroad, has received a pardon from the President.

☞ Col. Enos has been appointed Superintendent of the Nashville and Chattanooga Railroad by the company.

Railroad Earnings--Monthly.

The earnings of the Chicago and Rock Island Railroad Company for the month of August, 1865, were..... \$288,095 00
Corresponding month of previous year 307,874 00

Decrease..... \$19,779 00

The earnings of the Chicago and Northwestern Railroad in August 1865, were..... \$743,859 01
Same period last year..... 519,805 93

Increase..... \$224,058 08

The earnings of the Michigan Central Railroad for the month of August, 1865, were..... \$413,501 21
Corresponding month of previous year 346,781 36

Increase..... \$66,719 85

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of August, 1865, were..... \$424,206 00
Corresponding month of previous year 358,862 00

Increase..... \$65,344 00

The earnings of the Marietta and Cincinnati Railroad for the month of Aug., 1865. \$112,155 85
Corresponding month of previous year 90,972 33

Increase..... \$21,183 52

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in August, 1865, were:

1865. 1864.

Passengers..... \$19,724 76 \$16,732 92
Freight..... 20,164 62 15,183 08
Mail, express & telegraph 1,582 72 1,127 05

Total..... \$41,472 10 \$32,993 05
Total this month to date.. 112,155 85 94,375 22

Total for the fiscal year
commencing Jan. 1 .. \$765,264 03 \$588,295 95

The traffic of the Great Western Railroad for the week ending Sept. 1, 1865, was as follows:

Passengers..... \$41,471 81
Freight and live stock..... 31,339 91
Mails and sundries..... 1,882 38

Total..... \$74,693 60
Corresponding week of 1864..... 58,805 45

Increase..... \$15,888 15

The earnings of the Grand Trunk Railway for the week ending Aug. 28, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers..... \$56,341 00
Express, freight, mails and sundries.. 4,036 00
Freight and live stock..... 61,391 00

Total..... \$121,768 00
Corresponding week, 1864..... 107,510 00

Increase..... \$14,258 00

The earnings of the Chicago and Northwestern Railway for the fourth week in August, 1865, were..... \$291,176 89
Corresponding week of previous year. 197,590 48

Increase..... \$93,586 41

The earnings of the Chicago and Rock Island Railroad for the fourth week in August, 1865, were..... \$98,579 00
Corresponding week of previous year.. 98,972 00

Decrease..... \$383 00

The Detroit and Milwaukee Railroad traffic for the 4th week in August, was..... \$37,177 00
Corresponding week of previous year.. 38,089 00

Increase..... \$4,028 00

Journal of Railroad Law.
CORPORATION BONDS, WHERE PAYABLE.—WHEN INTEREST CEASES TO RUN.

The issue of railroad bonds having many years to run, without specifying a place of payment, is a practice that naturally involves some embarrassment in case the holder does not present them for payment when due, and the company does not wish to renew them. The following case is a very clear illustration of the law in such instances:

This was an action of covenant by Deborah Emlon against the Lehigh Coal and Navigation Company, in which the following special verdict was found by the jury:

"The defendants are an incorporated company, under the act of February 13th, 1822, and its supplements.

"The plaintiff on the 21st of April, 1840, lent to the defendants the sum of \$1,900, on the terms set forth in the following certificate:

No. 6798. \$1900

Lehigh Coal and Navigation Co. Loan.
This is to certify, that there is due from the "Lehigh Coal and Navigation Company," to Miss Deborah Emlon the sum of \$1900 payable to her, or her assigns at the expiration of fifteen years from the 1st day of October, 1838, and bearing interest at the rate of 6 per cent. per annum, payable quarterly yearly, viz., on the 1st day of January, April, July and October of each and every year; this amount being borrowed in pursuance of authority granted by the stockholders, and for the punctual payment of which the company is hereby pledged.

Transferable at the company's office only.

Witness the corporate seal of the company, and the signature of the Corporate seal. President and Secretary affixed at Philadelphia the 21st day of April, 1840.

By order of the Board of Managers.

Joseph Watson, President.

Signed

Edwin Walter, Secretary.

On the 12th October, 1861, the defendants paid to William S. Vaux, the Attorney in fact of the plaintiff under a written power of Attorney, executed at London, September, 1861, the principal of said loan.

"That on the 3d December, 1862, defendants paid to said Vaux, Attorney as aforesaid, the arrears of interest on said loan down to October 1st, 1853.

"That said payments were made without prejudice to either party.

"That the plaintiff on the 1st of October, 1853, was absent from the United States, being somewhere in the central part of Europe, and had been absent from the United States for several years previously, and had no fixed residence in Europe.

"That the loan above referred to was made by the plaintiff through the said William S. Vaux, as her representative.

"That the said Vaux down to and on the 5th of January, 1842, had received from defendants interest on the said loan under a power of Attorney, theretofore given by the plaintiff to one Bartholomew Wistar, which contained a power of

substitution, and the said Vaux having been substituted for the said Wistar thereunder.

"That the said Wistar died in or about the year 1842.

"That subsequently thereto, and prior to October 12th, 1861, the said Vaux demanded at the office of the defendant interest on said loan, which had become in arrear since the prior payments thereof, which demand was refused on the ground that the said Vaux had no power of Attorney.

"That said defendants, on and at all times after October 1st, 1851, had in bank cash to their credit sufficient to pay the loan to said plaintiff, principal and interest and all other accruing and payable debts of the said company, but the said defendants did not keep the principal of said loan, or the interest thereof, separate and apart from the rest of their funds.

"That the said company had a known office at No. 122 South Second street in the city of Philadelphia, when the said loan was created, and prior thereto and constantly thereafter, at which office all payments on their account were made by their officers.

"That on the 15th September, 1853, the following notice was published in the city of Philadelphia, to wit:

OFFICE OF THE LEHIGH COAL AND NAVIGATION CO., Philadelphia, September 15th, 1853.

"Notice is hereby given that the certificates of the Lehigh Coal Navigation Company Loan, falling due on the 1st of October next, will then be paid on presentation of said certificates at this office; and notice is also given, that the interest on all certificates so falling due, will cease on the 1st of October aforesaid.

"By order of the Board of Managers,

"Otis Ammedon, Treasurer."

"That no personal notice was communicated to plaintiff of the contents of said published notice.

"That no demand was made by the plaintiff upon the defendants for payment of principal or interest of said loan other than as hereinbefore set forth.

"That no payments on account of said loan have been made to the plaintiff by said defendants, other than as hereinbefore set forth."

On these facts the learned judge, before whom the case was tried, (Stroud, J.) delivered the following opinion:

"The defendant corporation did not set apart, or in any way retain money specifically to pay either the principal of the loan by the plaintiff to the corporation, or the interest which is claimed. All that is found by the special verdict is, 'that the said defendants on, and at all times after October 1st, 1853, had in bank cash to their credit sufficient to pay the loan of said plaintiff, principal and interest, and all other accruing and payable debts of the said company, but that the said defendants did not keep the principal of said loan, or the interest thereof separate and apart from the rest of the funds.'

"This is nothing more than could be said of any debtor of large means in respect to his business affairs. Money thus placed and kept in bank is entirely subject to the control of the depositor, may be drawn upon by him at pleasure, and constitute the source of general credit. It might also be attached in the custody of the bank to answer any claim or judgment against the com-

pany, whether that judgment had been recovered upon a contract, or on account of negligence or torts. All that the special verdict finds is that the company 'had in bank cash to their credit sufficient to pay the loan of said plaintiff, and all other accruing and payable debts of the said company.' They had no provision for the great risks to which they are continually exposed, of a destruction of their dams and canal, by which they had been brought to the brink of insolvency again and again, nor for the heavy verdicts which are often visited upon corporations for injuries to others through the negligence of their numerous officials and other agents.

"Nothing short of a setting *lapart* specifically, for the benefit of their debtor, so as to be entirely beyond their own control, or subject, under any contingency for their debts or other liabilities, ought to exempt them from a charge for interest accruing upon loan.

"Nothing short of this would satisfy the requirements of the law on the subject of tender, which is referred to by the Court in *Miller vs. Bank of Orleans*, 5 Whart., 503 and 505 as a proper test on a question like the present.

"*Fasholt vs. Reed*, 16, S. & R., 266, and *Commonwealth vs. Crever*, 3 Binn, 121, which are cited by the Court in *Miller vs. Bank of Orleans*; *Troubat vs. Hunter*, 5 Rawle, 257, *Martin vs. Schaeffer*, 9, S. & R., 263; and *Hummel vs. Brown*, 24 P. S. R., 310, are authorities on the same point."

The opinion of the Court was delivered, March 28th, 1864, by *READ*, J.—The general rule in this state is, that all debts draw interest, the legal rate of which, for one hundred and forty-one years, has been six per cent. This moderate and uniform rate has arisen in a great measure from our short and inexpensive proceedings in the case of mortgages, which securities have formed a permanent standard for other money contracts. There are, however, exceptions to the general rule as in the case of banks, who are the debtors of their depositors, and of trustees who have not failed in the discharge of their trusts. And we must undoubtedly add the cases which the United States and the several States have been prepared to pay their landholders when their loan fell due, of which it is their practice to notify their creditors beforehand. It is true that these Governments cannot be sued except by their own consent, and can therefore impose terms upon their creditors; but this is not the only reason, for it is obvious that they cannot go round the world searching for the individuals to whom they owe money. The result is that these debts are payable at a fixed and known place of payment and at a known period, at which time and place the loanholder is to present his evidence of debt and receive payment. Whether he does or not interest stops from that moment.

Within the present century large loans have been effected by great municipalities, and by canal and railroad companies of large capital, which are assimilated in amount and extent to at least the loans by the State Governments. The city of Philadelphia has a funded debt of nearly twenty-five millions of dollars, and the Pennsylvania Railroad Company has home mortgage debts of over seven million five hundred thousand dollars. Both these large corporations have their known officers in the city of Philadelphia, and

the only real difference between their situation and that of a State Government is, that they can be sued. The same rule might therefore be properly applied to them with perhaps the proper condition that they should be able to show that they always had on hand a sum sufficient to pay the principal and any interest that may be due. In the present case the defendants are one of those large canal and railroad companies, whose office and place of business have always been in the city of Philadelphia, and they had in bank, when the bond of the plaintiff fell due, and at all times afterwards, cash to their credit sufficient to pay the loan to the plaintiff, principal and interest and all other accruing and payable debts of the company, but they did not keep the principal of said loan or the interest thereof, separate and apart from the rest of their funds. The plaintiff's bond was dated 21st of April, 1840, for \$1900, payable on 1st of October, 1858, with six per cent. interest payable quarterly. No interest was paid from 1842, when her Attorney in fact, Mr. Wistar, died. The plaintiff having no fixed residence, and having no person here authorized to act as agent until by power of Attorney, executed in London in September, 1861, she appointed Wm. S. Vaux her Attorney in fact, who received the principal on the 12th October, 1861, and their arrears of interest up to 1st October, 1858, on the 3d of December, 1862.

On the 15th of September, 1853, the defendants published a notice in the newspapers of Philadelphia, that the certificates of the company falling due on the 1st of October, 1853, would be paid on presentation of said certificates at their office, and also that the interest on all certificates so falling due would cease on the 1st of October aforesaid.

The company were not bound to seek their creditors in a foreign country, (Co. Litt., 210 b.), and the only difference between us and the Court below is, that we think it was not necessary for the defendants to set apart specifically for the benefit of their debtor, so as to be entirely beyond their own control, or subject under any contingency for their debts or other liabilities, a sum sufficient to cover the debt principal and interest. We are of opinion that the company did not show their willingness and ample ability to pay the debt at all times, and that it was the negligence of the plaintiff only, which prevented her receiving it when it fell due. In *Miller vs. The Bank of Orleans*, 5 Whart., 503, if it had been shown that the acceptors always had in bank a sum sufficient to pay their acceptances, although the balance to their credit was always being used for the general purposes of the business, they would not have been held liable to pay interest on it.

Judgment reversed, and judgment entered on the special verdict for defendant.

Mississippi Central Railroad.

The force now employed on the Mississippi Central Railroad, between Holly Springs and Grand Junction, will have completed their work on that section within a week, and immediately afterward the united forces will be brought to operate upon the north section of the road, extending from Grand Junction to Jackson, with the view of pushing the work through with as little delay as possible. Within the space of three or four weeks, it is thought, all necessary repairs

will be completed, and the road in good order, and in operation the entire length.

Lebanon and Pinegrove Railroad.

The surveys for this road have been completed and the work will soon be put under contract, with a view to its early completion. The length of the road located from Pinegrove to Lebanon is about twenty-three miles, with a maximum grade not exceeding thirty feet in the mile, against the coal trade, encountered in mounting over the gravel ridge through which the Union canal passes in a tunnel.

The Blue Mountain which is between Lebanon and Pinegrove, is cut to its base by the Swatara creek, through which gap the railroad will pass.

The North Lebanon railroad was built to carry iron ore from the Cornwall Hills to Lebanon, and the Pinegrove road will be built to carry anthracite coal to Lebanon, thereby giving Lebanon great advantages for the manufacture of pig iron, by reason of its proximity to ore and coal. And when the railroad surveyed from Carlisle to the South Mountain Iron Company's vast deposit of hematite ores shall have been completed, those ores will be mixed with the magnetic ores of Cornwall, just as iron ores of New Jersey are carried into the Lehigh Valley for admixture with Lehigh ores.

Lebanon is a most favorable point for the manufacture of pig iron, and must become a place distinguished as well for the quantity and quality as for the cheapness of its pig metal; for Lebanon is near anthracite mines, is close to mountains of magnetic ores, is convenient to richest hematites, and is in the lap of a limestone valley of unrivaled rural beauty and agricultural productiveness.

Railroads in Virginia.

The Superintendent of Construction of the Orange and Alexandria Railroad says the road to Lynchburg is now in full working order for freight as well as for passenger trains, and that the route from Lynchburg *via* Gordonsville is the only one by rail from the former place to Richmond.

Communication by rail is now complete to Staunton and to Lynchburg, and beyond Lynchburg to Bristol, in Southwestern Virginia or East Tennessee.

In a few weeks the road beyond Bristol will be finished, when the railroad communication will be complete to New-Orleans.

Troy and Greenfield Railroad.

The following gentlemen have been elected directors for the ensuing year: Alvah Crocker, Fitchburg; Harry Arnold, North Adams; George Grinnell, Greenfield; Otis T. Ruggles, Fitchburg; James Cheever, Geo. P. Sanger, Levi Rice, Otis Clapp and F. H. Forbes. The Board was subsequently organized by the choice of Hon. Alvah Crocker, President and W. T. Davis, Secretary and Treasurer.

The work on the Allegheny Valley Railroad, between Kittanning and the mouth of Mahoning, is progressing briskly, and will be completed in a few weeks. The survey of the entire route of the road has been completed.

The survey now being made for the railroad between Clearfield and Phillipsburg has established the fact that the summit will be surmounted at an elevation of seventy-five feet to the mile—thus making the grade much lighter than was generally anticipated.

Texas Indemnity Bonds.

The Secretary of the Treasury is now paying the Texas indemnity bonds, so called, which were issued by the United States to the State of Texas under the act of Sept. 9, 1850, when such bonds are presented by loyal holders, with evidence that they have passed through the hands of loyal citizens only.

The public debt of Russia amounts to about \$1,450,000,000, one-half of which is non-consolidated, two-thirds of the latter portion being paper money and one-third consisting of Treasury bills and other bonds bearing interest. The annual revenue of the country is nearly two hundred and thirteen millions of dollars.

The interest of the City of Baltimore in the Northern Central Railroad Company was sold on the 1st inst., for \$881,000. It is understood that the Northern Central Railroad Company were the purchasers.

A steam street car with a dummy engine is in successful operation at St. Louis, making an average speed of fifteen miles an hour and running without noise or smoke.

Major Thomas Colloway has been appointed President of the East Tennessee and Georgia Railroad, and H. H. Talmadge has been appointed Superintendent.

The Cape Breton *News* says that the capital stock of the Marine Railway Company at North Sydney has been subscribed in full. It is in contemplation to construct two slips at a cost of fifty thousand dollars.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO.'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are preparing to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article. Office of the Company, No. 92 Maiden Lane, New York.

Sm-27

KING, SUTTON & CO.,
BANKERS and BROKERS,

(GLOBE BUILDINGS)

64 & 66 BROADWAY, near Wall Street,
AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers.

Interest allowed on Deposits.

Petroleum and Mining Stocks receive special attention.

B. Skaats & Brother,
BANKERS and BROKERS

14 FINE STREET,
NEW YORK.

Dealers in Stocks, Bonds, and Government Securities on Commission only.

BARTHOLOMEW SKAATS, GIDEON SKAATS.

TODD & RAFFERTY, E. A. & S. W. HOPKINS,

Engineers & Machinists,

MANUFACTURERS OF

STATIONARY AND PORTABLE

STEAM ENGINES and BOILERS.

Flax, Hemp, Tow, Oakum and Rope Machinery; Lathes, Planers, Drills, Slotting and Shaping Machines, and all Machinist's Tools; also Wood Working Machinery of all kinds. Mill Gearing, Shafting, &c. Iron and Brass Castings, and General Machinery Merchants.

Works at Paterson, N. J.**Warehouse, No. 4 Dey St., New York.**

RAILROAD AND MANUFACTURERS'

SUPPLIES.

New and Second Hand Machinery Constantly on Hand.

MERRITT, WALCOTT & CO.

No. 64 Courtlandt Street,

NEW YORK,

AND

29 Front Levee, New Orleans.

Railroad, Steamship and Telegraph

SUPPLIES

OF EVERY DESCRIPTION.

Locomotives, Car Wheels, Axles, Oil, Tallow, Waste, Packing, Belting and Hose, Telegraph Wire and Instruments.

Lathes, Planers, Punches, Shears, Steam Pumps and Gauges, Bolts, Nuts, Washers, &c., &c.

AGENTS IN BALTIMORE—M. T. DAVIDSON & CO.,
No. 4 Light St. Wharf.
RICHMOND—HASKINS & BRIDGFORD.

Norris Locomotive Works

ARE prepared to contract to build for early delivery, Freight or Passenger Locomotives of the design and celebrated coal burning boiler of Mr. JAMES MILL-HOLLAND, Engineer, &c., of Philadelphia and Reading Railroad Company.

NORRIS BROTHERS,
LANCASTER, PA.

W. & S. BUTCHER,
SHEFFIELD, ENGLAND,

No. 54 Beekman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM GOODLAD'S CAST-STEEL FILES

6m-22

Eighth National Bank,
OF THE CITY OF NEW YORK.

650 BROADWAY,
United States Depositary and Fiscal Agent.

E. C. ROBINSON, President.

CHAS. HUDSON, Cashier.

This Bank invites City and Country accounts, offering the most liberal terms to Banks and Bankers.

Collections made on all points of the United States and Canada.

Orders for the purchase or sale of the various issues of Government and other Bonds, Stocks, and Gold, will be carefully executed for our Correspondents.

E. A. & S. W. HOPKINS,

Manufacturers' Agents

FOR THE SALE OF

RAILROAD IRON,**Chairs,****Spikes,****Locomotives,**AND **Cars.****70 BEAVER STREET,****NEW YORK.****BENJ. H. LATROBE & C. H. LATROBE,**
CIVIL ENGINEERS,

HAVE opened an office in Baltimore, in the LAW BUILDINGS, St. Paul street front, and may be consulted or employed in the Location and Construction of Railways and other Roads and their incidental works throughout the United States. Also, the survey of Estates, Water Powers, &c., and will receive a limited number of Pupils for instruction in their Profession.

Sm-33

PROPOSALS FOR**\$1,000,000**

GEORGIA CENTRAL R. R.

AND

BANKING COMPANY

First Mortgage Seven Per Cent. Bonds,
OF \$1,000 EACH,

REDEEMABLE IN TEN YEARS,

WITH COUPONS PAYABLE IN NEW YORK

1st March and September.

These Bonds are secured by a 1st Mortgage to MOSES TAYLOR and JAMES ROBB, Trustees, upon the Railroad of the Company from Savannah to Macon, Georgia, (190 miles). The Trustees' deed has been made under the advice and direction of SAMUEL J. TILDEN, Esq. The proceeds of the Bonds are required to repair damages to the Railroad sustained by the late invasion of Georgia.

The Georgia Central Railroad and Banking Company constructed its railroad without contracting any bonded debt, and its capital account, represented by shares, amounts to \$1,666,500, upon which, for several years preceding the war, its dividends were large, and, in 1860, amounted to 26 per cent. It possesses valuable assets, consisting of bonds and stocks in other Railroad Corporations for over One Million of Dollars, all of which are expected to prove good with a few years of peace.

The Georgia Central Railroad, connecting at Millen and Macon with the entire system of Railways in Georgia, the South Atlantic and Southwestern States, is certain to command a traffic of value and importance; and it is not doubted that the active and enterprising people of Georgia will promptly accept the new state of affairs, and at an early day recover the prosperity lost by war.

We command these bonds to the public as a safe and reliable security, and proposals will be received for the whole or any part thereof until the 10th day of September, when the bonds will be ready for delivery, or at any time thereafter within thirty days, at the option of the bidder, on a deposit of ten per cent.

The right to reject any or all of the bids is reserved, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

The bonds will be coupon, with the right of registration, or surrender of the coupons, made transferable on the books of the Company, at the pleasure of the holders.

Parties making proposals are requested to address us in writing, and state the amount of bonds desired.

WINSLOW, LANIER & CO., Bankers,

52 Wall street.

Sm-35

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVAS, used by many roads as a substitute for Cork Duck. WILLIAMS & PAGE, Boston. July 19th, 1865.

HUDSON RIVER CEMENT COMPANY.

THE Company is now prepared to furnish at the shortest notice, on the most favorable terms, HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER, and MARBLE DUST, all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past 14 years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of dry concrete and Underwater Works. Where strong work is needed, or dampness to be excluded, this Cement is unrivaled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the Works under Government.

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels, each barrel containing 300 lbs. of Cement, and shipped direct from the works at JERSEY CITY, N. J. (opposite the City of New York), at all seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address, Hudson River Cement Company, Jersey City, N. J., or J. H. BUTTS, Secretary. N. B.—Freights obtained by good vessels on the best terms and Insurance when required.

J. B. JAMES, Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,
29 Cedar Street, New York.

NEW YORK Accidental Insurance Co.,

No. 141 Broadway, New York,
FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - \$250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.
EDW'D W. LAMBERT, M. D., Consulting Physician.
SAM' W. ALEXANDER, Attorney.
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on \$10,000, without compensation, \$30, with compensation of \$50 per week in case of injury, \$50. Smaller amounts insured at corresponding rates.

A person insured against death only, secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

IF AGAINST DEATH WITH COMPENSATION
the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS,
include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

INDUCEMENTS:

The rates of premium are very low.

No MEDICAL EXAMINATION IS REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

Major-Gen. BENJ. F. BUTLER, of Massachusetts.

W. M. A. HALL, Esq., of Hall, Southwick & Co., No. 384 Broadway, N. Y.

W. H. MELLEN, Esq., late Claflin, Mellen & Co., N. Y.

GEO. B. WALTER, Esq., No. 64 Broadway, N. Y.

Dr. J. C. AYER, of Massachusetts.

Hon. FRANK FULLER, ex-Gov. of Utah, No. 25 Nassau street, New York.

Hon. GEO. S. BOUTWELL, ex-Gov. of Mass., ex-Com.

Int. Revenue, now Mem. Congress from Mass.

Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.

Hon. JAMES W. NYE, U. S. Senator from Nevada.

The Company offer 10,000 shares of their stock for working capital at \$50 per share, par value \$100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64 Broadway. Prospectus sent by addressing

3m-24 A. G. COOK, Secretary.

IMPROVED LOW Pressure Steam Warming AND Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St., New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,
Hotels, Churches, Hospitals,
Green Houses, &c., &c.
WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

ABURTUS & CONSTANT,

BANKERS,

Cor. of FULTON and WATER STS.,

Buy and sell UNITED STATES SECURITIES of all kinds at favorable rates.

COLLECTIONS promptly made on all accessible points of the United States and Canada.

UNCURRENT AND CANADA MONEY, and SPECIE bought and sold at best rates.

FOUR PER CENT. INTEREST ALLOWED ON DEPOSITS which may be withdrawn without notice, as with the City Banks.

DRAFTS ON LONDON for £1 and upwards.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The Forty-Second ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 13TH, 1865. The NEW ANNUAL REGISTER, giving full information, may be obtained at D. APPLETON'S Bookstore, New York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

THE CHEMICAL GOLD AND SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - \$5,000,000.

50,000 Shares of \$100 Each.

PRESIDENT—Major-Gen. BENJ. F. BUTLER.

TRUSTEES:

Major-Gen. BENJ. F. BUTLER, of Massachusetts.

W. M. A. HALL, Esq., of Hall, Southwick & Co., No. 384

Broadway, N. Y.

W. H. MELLEN, Esq., late Claflin, Mellen & Co., N. Y.

GEO. B. WALTER, Esq., No. 64 Broadway, N. Y.

Dr. J. C. AYER, of Massachusetts.

Hon. FRANK FULLER, ex-Gov. of Utah, No. 25 Nassau street, New York.

Hon. GEO. S. BOUTWELL, ex-Gov. of Mass., ex-Com.

Int. Revenue, now Mem. Congress from Mass.

Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.

Hon. JAMES W. NYE, U. S. Senator from Nevada.

The Company offer 10,000 shares of their stock for working capital at \$50 per share, par value \$100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64 Broadway. Prospectus sent by addressing

3m-24 A. G. COOK, Secretary.

RAILROAD MAP.

NEW EDITION, JUST ISSUED,

FOR SALE AT THIS OFFICE.

PRICE, { Pocket form (free by mail) \$1.50

Mounted 3.50

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trusts work, or loading trains with material for graveling.

Any persons having such work to do will please address, with particulars, Box 360, Clinton, Mass.

JO G. CLAYTON,

Attorney at Law, Advocate in Patent Cases.

Established 1854, Washington, D. C.

NATIONAL LIFE

AND

Travelers' Insurance Co.

OF NEW YORK.

OFFICE, NO. 243 BROADWAY.

AUTHORIZED CAPITAL \$600,000

DIRECTORS.

EDWARD A. JONES, Orion Binns,
Samuel J. Glasssey, Howell Smith,
T. B. Van Buren, F. H. Lumus,
Sylvester M. Beard, Wm. E. Prince,
Robert Crowley, Sylvester Teats,
William Colt, Joseph Wilde,
J. C. Dinnick, A. A. Low,
Henry Clews, Charles Curtis,
Albert Wright, Asher S. Mills,
John A. Iselin, Wm. H. Webb,
H. P. Freeman, Henry J. Raymond,
Nicholas E. Smith, Silas C. Herring,
James R. Dow, Sam'l W. Truslow,
Richard A. McCurdy.

EDWARD A. JONES, President
WM. E. PRINCE, Vice-Pres't.
ASHER S. MILLS, Secretary.

F. B. VAN BUREN, Treasurer.
S. TEATS, M.D., Medical Examiner.

E. H. JONES, Superintendent of Agencies.

E. V. FOLGER, General Railway Agent.

LIFE AND ENDOWMENT POLICIES

Are issued on the Mutual plan. All the Profits in this department are divided pro rata among the Policy Holders. All policies to be contestable after five years from date, and non-forfeitable after two annual payments. A Loan of one third of the amount of premiums will be made; also, thirty days grace given in payment of premiums.

GENERAL ACCIDENT POLICIES

Are granted covering Accidents of all descriptions, including the traveler's risk. If issued

Without Compensation,

They provide for death, if caused by accident; but in case of injury only, the insured receives no compensation. If granted

With Compensation,

The full amount assured is payable to the family in case of death caused by accident and occurring within three months from the date of injury. Or, in case of injury causing disability, the insured receives a weekly compensation until he is able to attend to his business, such time not to exceed twenty-six weeks. The policy covers all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers, or Murderers, the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation, by Drowning or Choking, and all other kinds of accidents.

Ten Dollars

Secures a general Accident Policy for

Two Thousand Dollars,

With a Weekly Compensation of

Ten Dollars.

TRAVELERS' INSURANCE TICKETS

For any length of time, from one day to twelve months, are on sale at the various Railroad and Steamboat Ticket Offices and Agencies.

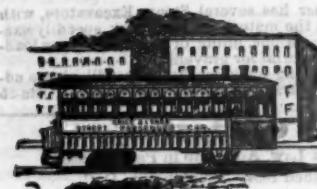
MARINE RISKS AND SPECIAL VOYAGES.

Policies are granted insuring against death by accident while sailing in steamer or sailing vessels, also for special voyages.

Full information, together with Tables of Rates, &c., can be obtained at the Home Office, or by application to the State Agent.

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG
PATENTEE'S OF STEAM PASSENGER CARS,
FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency command them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads and in adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

SHEFFIELD STEEL WORKS,
ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,
PITTSBURGH, PA.,
MANUFACTURERS OF ALL KINDS OF STEEL
Best Refined Tool Cast Steel,
LOCOMOTIVE AND CAR SPRINGS,
RAILROAD SPRING AND FROG STEEL,
MACHINERY, PLOW, BLISTER AND
SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL.
MOWER BARS, CROW BARS,
CRANK PINS, PISTON RODS.
Springs, Axles and Steel Tires, &c.
Warehouse, 83 Water Street.

SHAW & JUSTICE'S MERCURIAL RESERVOIR PRESSURE GAUGE,

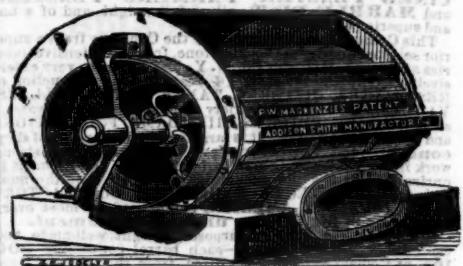
Possesses the following Advantages over other Steam Gauges:

- 1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;
- 2nd. No change of temperature effect its truthful registry;
- 3rd. If injured seriously, the mercury falls and the instrument ceases to act; WHILE MOST OTHER GAUGES ARE EQUALLY SENSITIVE WHEN WRONG AS WHEN RIGHT—thus deceiving the Engineer when he has most need of a monitor;
- 4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
- 5th. It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

PHILIP S. JUSTICE { 14 N. 5th St., Philadelphia,
42 Cliff St., New York.

SMITH & SAYRE;
PROPRIETORS AND MANUFACTURERS OF THE
MACKENZIE PATENT
BLOWER & CUPOLA,
PATENT
GAS EXHAUSTOR
AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupolas, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE, 6
458 Broadway, N. Y.

WINAN'S INCrustation Powder.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit and without causing leaks. POSITIVELY no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent., to go to repair account. JAMES MILHOLLAND, Reading R. R., has used it in over 100 engines.

M. N. WINAN, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. CO.,
Mr. H. N. WINAN: Lambertville, N. J., April, 1859.
We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONGDON, M.M.

Prince's Metallic Paint, AN INDESTRUCTIBLE COATING FOR IRON, TIN AND WOOD.

IT consists of seventy-two parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead; it is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without sealing, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood, work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

T. E. RIMIS,
By the Barrel or Half Barrel, { FIVE CENTS
per pound.

A liberal discount made to parties purchasing by the ton. A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protodox of Iron.

DANIEL SLOAN, Gen'l Agent,
115 Liberty St., New York.
CALVIN GAY, Local Agent, 29 Donee St., Boston.